48760

Printed in U.S.A.

JANUARY 1996

$3.50

CANADA: $4.25

RAILFAN & RAILROAD

RAILFAN

WAYNE MONGER

Yesterday's colorful diesels today!

Presenting the ultimate fully motorized replica of America's most beautiful locomotive.

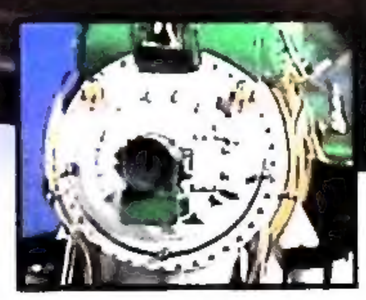
THE CRESCENT LIMITED

The traditional, fully motorized HO-scale locomotive arrives with a handsome display with a genuine brass nameplate for showcasing when not in use.

Model shown smaller than actual size of 12⅛" L.

A look inside the engineer's cab reveals amazing detail.

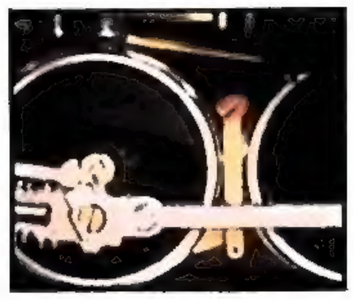
The locomotive travels on the 4-6-2 wheel configuration that was the hallmark of "Pacific" type locomotive.



The smokestack juts forth from the smokebox, and the polished brass bell heralds the arrival of the train.

The distinctive golden crescent moon gleams brightly.

The tender is filled with coal.



An authentically detailed, handcrafted HO-scale model. Precision-cast in gleaming metal and polished brass.

It was introduced in 1925 with the bold claim, "There is no finer train..." The "Crescent Limited," a powerful locomotive created to pull the first premium-fare, all-Pullman deluxe train. When all other locomotives were black, this unique beauty was gleaming "Virginia Green," with rich burnished red trim. Emblazoned with a brilliant golden moon and stars logo and golden striping.

Now, Franklin Mint Precision Models re-creates the "Crescent Limited" in its premier motorized HO-scale replica. Precision-crafted from over 100 components with no detail overlooked—from the authentic colors to the gleaming brass bell...to the coal-filled tender. Created from actual photographs and engineer's blueprints, then hand-assembled to exacting standards of excellence, this *fully motorized, traditional HO-model* can be operated with train sets of that size. And at the issue price of just $395, this one-of-a-kind replica is an extraordinary value too.

SATISFACTION GUARANTEED

If you wish to return any Franklin Mint Precision Models purchase, you may do so within 30 days of your receipt of that purchase for replacement, credit or refund.

Exclusively from Franklin Mint Precision Models.®

Please mail by January 31, 1996.

Franklin Mint Precision Models
Franklin Center, PA 19091-0001

Please send me the Crescent Limited, a fully motorized replica in the traditional HO scale. Complete with a handsome track display base.

I need SEND NO MONEY NOW. I will be billed in 10 equal monthly installments of $39.50* each, with the first payment due prior to shipment.

**Plus my state sales tax and a one-time charge of $4.95 for shipping and handling.*

SIGNATURE _____
ALL ORDERS ARE SUBJECT TO ACCEPTANCE.

MR/MRS/MISS _____
PLEASE PRINT CLEARLY.

ADDRESS _____ APT. # _____

CITY _____

STATE _____ ZIP _____

TELEPHONE # (_____) _____

14032-111-001

ANNOUNCING... DELIVERY WITHIN A WEEK...OUR 24TH YEAR

MOST WANTED CHRISTMAS 1995 GIFT BOOK

FREE 1ST CLASS MAIL TO DECEMBER 31, 1995

ONLY $19.95

(ADD $2 - JAN 1/96)
ALL 1 ST CLASS MAIL

JUST RELEASED

THE ORIGINAL

ALL NEW

THANK YOU AGAIN FOR MAKING US THE

#1 BEST SELLING ANNUAL LOCOMOTIVE BOOK

THE PREFERRED LOCOMOTIVE BOOK OF MAJOR SYSTEMS LOCOMOTIVE MANAGERS BECAUSE OF THE ULTRA-ACCURATE DATA CONTENT- AND HIGHLY ENDORSED BY PROMINENT RAILFANS.

1995-96 EDITION OF THE OFFICIAL

LOCOMOTIVE ROSTERS & NEWS

LATE 1995 DATA FOR ALMOST 800 LINES NEW 1996-1997 ORDERS AND ACQUISITIONS EXPECTED NEW RENTAL UNITS OPERATED BY MAJOR SYSTEMS TRULY FITS ALL POCKETS AND CAR GLOVE BOXES.

AT&SF BN CN CONRAIL CP CSX FNDEM NS SP UP

IN FULL DETAILS OF ROAD NUMBERS PLUS EXTRA DETAILS FOR LAST 10 YEARS.

ALL NEW

ALL NEW

1995-96 EDITION

THE OFFICIAL

LOCOMOTIVE ROSTERS & NEWS

WITH NEW RENTAL FLEETS OF THE MAJORS

COMPARISON CHALLENGE

SELECT ANY MAINLINE OR SHORTLINE ROSTER HERE AND COMPARE IT WITH ANY OTHER ROSTER BOOK DATA. IT WILL BE EVIDENT THAT OUR ROSTERS ARE YEARS AHEAD. SUPER ACCURACY WITH MORE SHORTLINE LISTINGS TOO!

GE AC4400CW

BOOK ACTUAL SIZE 6 1/2" X 4"

PLEASE HURRY

ALL OTHERS SOLD OUT

ORDER TODAY

FREE POSTAGE

FIRST CLASS TO DEC 31/95

DPA-LTA ENTERPRISES INC

PO BOX 3000
CHAMPLAIN NY 12919-3000

RR

$19.95 TO DEC 31/9
$21.95 PPD JAN 1/9

Please ship immediately the 1995-96 Edition of The Official Locomotive Rosters & News

Name _____ Tel:( ) _____

Address/PO Box _____ Apt

KODACHROME: TOM CARVER

WISCONSIN CENTRAL F45 6650 (ex-Santa Fe 5656) was in a new paint scheme on October 1, 1995, at Schiller Park, Ill. Nearby Wisconsin & Southern is painting the units, and had also done WC F45s 6654 and 6656. See RAILNEWS.

ILLINOIS CENTRAL SD70 1000 passed through Schiller Park, Ill., on October 1 during its delivery trip from GM. IC has 20 of the spartan cab units ordered, and may add 20 more next year.

METRO-NORTH P32AC-DM No.202, one of five new dual-mode a.c. traction GE's, was at Poughkeepsie, N.Y., on October 20, 1995, (**below**) with FL9AC 2044. MNCR 201-206 are the first to have a hatch in the nose. See RAILNEWS.

KODACHROME: JOE CALISI, LUMEDYNE LIGHTING

Railnews

CP's FIRST GE road units, (Canada's first with a.c. traction) are the 83 AC4400CWs built for heavy haul duty. The 9500 and 9505-9507 were at Agincourt, Ontario, (**below**) on September 14th.

KODACHROME: PETER JOBE

HAROLD H. CARSTENS
publisher

JAMES A. BOYD
editor

MICHAEL J. DEL VECCHIO/associate editor
BRUCE E. KELLY/associate editor
MAUREEN FRAZER/editorial secretary
GEORGE M. SMERK/traction columnist
JAMES D. PORTERFIELD/menu columnist
JOE L. DIAZ/traction publications columnist
CURTIS L. KATZ/cartoonist
JOHN A. EARLEY/director of advertising
PIETER UPTEGROVE/advertising sales manager
LARRY DEITCH/advertising production manager
ROBERT O. COSGROVE/director of marketing
JANET McNABB/office manager and bookkeeper
PHYLLIS M. CARSTENS/assistant to the publisher

MPA

TRAIN

Circulation Manager: Henry R. Carstens. **Circulation:** Joanne Guest
Advertising Production: Mary Ann Lengle, Faith Henderson.
Reader Service: Lynn Thomas. **Dealer Service:** Cathy Streeter. **Shipping:** John Loux.

From the Publisher's desk: British Rail

With a married daughter living in London, I've been no stranger to the United Kingdom (England, Scotland and Wales). I try to include two or three preservation railways on each trip over there, but I hadn't done much main line running on British Rail proper in some years. I made up for it recently with the two week British Rail tour ("Circle the Kingdom with Carstens" September 9-23, advertised by World Rail Travel Specialists) which began with the 125-m.p.h. InterCity electric run from London to York, some 190 miles in 103 minutes.

The InterCity expresses have a shovel-nosed loco at each end. First class passengers are served a complimentary full English breakfast at their seat with a variety of offerings. The closest thing we have is the Metroliner service between New York and Washington which matches the 125-m.p.h. speed.

British catenary is not as conspicuous as ours, and I've been told that when the electrification was extended to York, the town fathers were invited to the station to discuss the matter. The politicos ranted and raved that it would be an eyesore, etc., etc. (just like in the U.S.A. and Canada) until a BR official pointed out that they had been looking at the catenary which had already been installed in the venerable train-shedded station!

The InterCity trains are found on most through runs with push-pull diesels used on non-electrified lines. Conventional diesels are still used on some routes. A battle is raging at the moment relative to retaining Pullman service between London and Fort William.

Local service is maintained with a variety of rail cars: electric and diesel. These are usually coupled in "married" pairs. but a train could consist of eight, ten or more units. Occasionally you'll spot a single car. One local train we rode had four wheels per car, a fact we couldn't verify, since all stations have high level platforms.

British Rail has been divided into independent regions, so trains now come in assorted colors and regional names, which add a bit of color to slides and video.

Every train we rode offered sandwiches, sweets, soft drinks and beer, mostly from moving carts. British Rail offered free folders of the various lines we rode describing the terrain and landmarks passed en route. Smoking was permitted in certain cars, and many passengers brought their dogs on board, which did not create any problem.

I wish I had brought a polarizing filter, as the large coach windows sometimes reflected the car's interior. Kodachrome is available in the U.K., along with other brands, and includes processing. The package says processing is included throughout Europe but not in the U.S.A. I ran short while in York and picked up several rolls and was pleasantly surprised not to be charged for processing back home. Film is more expensive in the U.K.

Don't tell anyone how delighted we were to ride a restored 1954 Leyland bus on our trip, two ferries and a lake boat on Loch Ness to Inverness. We didn't see Nessie.

RAILFAN & RAILROAD

January 1996/vol.15 no.1

RAILROAD / founded 1906 / vol. 117 no. 10

Features

40 **Sabotage Strikes the *Sunset Limited*/**Bruce Kelly
42 **Remembering British Columbia Electric/**Ernie Plant photos
44 **The Southern Railway of British Columbia/**James R. Doughty
52 **Gallatin's Baby Train Master/**Peter Bergs
58 **Yesterday's Colorful Diesels Today!/**Mike Del Vecchio

Departments

4 **Railnews/**news in color
6 **Fanmail/**letters from readers
8 **Timetable/**events
14 **Railroadiana/**product news and reviews
20 **Videos/**videotape reviews
26 **On the Menu/**Is it Flattery?
27 **We'd like you to meet .../**Bergs
32 **Camera Bag/**A Camcorder for Combat (Reiff)
33 **Railfun/**Curt Katz
34 **Transit Currents/**George M. Smerk
36 **Railnews/**news in detail
61 **Markers/**editorial commentary
62 **Switch List/**classified advertising
64 **Advertising Index/**the railfan marketplace
65 **Railnews/**Milwaukee 4-8-4 261 action in color
66 **Railnews/**news in color

Cover

By all rights, this image should have vanished a decade ago: a Western Pacific GP20 in fresh orange and silver paint! And not just any GP20, but the first turbocharged four-motor unit outshopped by EMD, WP 2001. It was a featured attraction at the 10th Annual Railfan Photographer's Day at the Portola Railroad Museum in California. The as-yet-incomplete (unpainted behind the cab and yet to receive its distinctive as-built "ash can" headlight) is typical of the colorful vintage diesels that can be found running today, as illustrated in the photo feature beginning on page 58.
Kodachrome by Wayne Monger with flash lighting by Vic Neves.

RAILFAN & RAILROAD (ISSN 0163-7266) is published monthly by Carstens Publications, Inc., 108 Phil Hardin Road, Fredon Township, (P.O. Box 700), Newton, New Jersey 07860-0700. Phone 201/383-3355. Harold H. Carstens, President; Marie L. Merkle, Vice President; Phyllis M. Carstens, Secretary-Treasurer. Second-class postage paid at Newton, NJ 07860 and additional mailing offices.

POSTMASTER: Send address changes to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. Copyright © 1995 by Carstens Publications, Inc. Printed in U.S.A. Canadian GST #124725060.

SUBSCRIPTIONS: U.S.A. and possessions: $27.95 per year, $49.95 for two years, $69.95 for three years. Canadian (includes GST) $35.95 for one year, $65.95 for two years and $93.95 for three years. Foreign: $37.95 per year, $69.95 for two years, $99.95 for three years. All communications regarding subscriptions and change of address should be sent to Circulation Manager, RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860. Please allow six to eight weeks for change of address.

CONTRIBUTIONS: Articles and photographs are welcome. Contributors are advised to keep a copy of their manuscripts and illustrations. When requested, we will endeavor to return all material in good condition if accompanied by return postage. Payment is normally made upon publication. The contents of this magazine may not be reprinted without written permission of the publisher.

ADVERTISING: Advertising offices: RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. Phone: 201/383-3355. FAX: 201/383-4064.

SAVE $$$

Books and Videotapes

Prices good till end of magazine cover month.
Shpg$3.75/order+75¢ ea extra book; 50¢ tape.
Canada add $6/book order + $1 each book extra. Minn residents add 6.5% Sales tax.
SSAE for complete free Video or book list.

PENTREX VIDEOS see shpg above
Hot Spots Railfanning Sou Calif 1950's .. 28.95
Hot Spots; Santa Fe's Pasadena Sub 28.95
Doublestacks Over Tehachapi 15.95
Today's Steam Across America 4 hrs.....15.95
*Steam Town Grand Opening 60 m 15.95
Green Bay Route 72 min. 28.95
Denver & RGW ....90 min 28.95
Santa Fe Salute 60 min. 21.95
Poweder RiverBasin Coal trains.....28.95

*=New MISC VIDEO TAPES
Stocking: G.Frog, Scholl, Dancer, S.River V.Rails, Goodheart Herron, Mark I, Clearblck
Santa Fe Desert Tour, Smiley. 90m.....23.50
Cajon Pass Tour 102m. Smiley.....23.50
Sale, T.Tank Engine #10 & 11 ea. 9.50
*Goodheart; Steamtown Grand Openg.....23.50
Trains Location: Horseshoe Curve 60m...23.95
*Trains Location;BN's Race Chi Race trk 23.95
*Frog; Building Model RR tapes 10.50 each
set of 10 above only 89.95+6.00 shpg.
*Frog: Best Passgr Trains 50s, 60s.....31.95
*Plets: C&NW in NW Wisconsin 2hrs 38.95
*Keller; Great Model RR #21Kuykendalls 31.95
*GTVP; CSX S&NA NorthSubdiv.90m.....27.95
*GTVP; BN thayer Sub (Frisco) 90m 27.95

ADD SHPG TO BOOKS LISTED BELOW
U.S. $3.75/order +75 cents each extra book
Canada $6. + $1. each extra book
★=new CHECK THESE LOW BOOK PRICES
Overland to the Rockies, Fox 104p sale ...6.50
*NH RR Color Gde Frt, Passgr Eq 36.95
*The Milw. Rd in Color 1 East 128p 36.95
Nicholas Morant's CP, reprint.....56.50
* British Columbia Rwy PGE-BC.....56.50
*Central Vermont; South End, Brittin 13.00
*NYC System Diesel Locos, TLC 224p ...23.50
*NP color Gde Freight Passgr Eq.....36.95
*Erie Lackawanna Color Gde Frt Passgr 36.95
*NKP Color Photos W.McCaleb Vol 1.....37.00
*Frisco Steam Finale, Stagner S.cvr.....11.55
Bridge Ridge Trolley, Hagerstown.....29.50
Burlington Rte Color Pict. 1, A.Holck.....37.50
Classic Locos Ser V.1 Alco S-1; S-6.....24.95
Chasing Trains, R. Richardson 432p.... ..40.95
Classic Frt Cars V. 2 tank, 3-reefers ea. .17.50
C&NW--Milw Rd Pictorial, color.....22.00
Frisco In Color, Sommers 128p 37.00
Greenberg's Gde to Athearn Trains.....22.95
Greenberg's Gde to Varney Trains. 35.95
I C.Streamliners 1936-46, TLC.Somers. 14.95
Milw Rd. Steam Power, Tigges.....42.50
Memories of N&W Pwr, Carlton.....25.95
NS 1982-94 Motive Pwr Rvw, Withers.....28.95
Northern Pacific Diesel Era 1945-70 .....42.95
NS 1982-94 Motive Pwr Review, H.cvr ...28.95
NS Diesel Locos, Toth, 110p 14.95
N&W & Virginian in Color, H.cvr.....25.50
Pennsylvania RR Diesel Loco 1, RS 11.25
Pennsy Steam A to T, Carleton 208p 29.95
Rte Phoebe Snow; King..... .....18.95
Rock Island Vol 1, Marre(4-Ways).....37.50
RPC Vol #16 1933 Demonstrators.....29.50
SF; BN & MRL Loco Directory-95 .....17.50
SF Color Gde Freight/Passgr 45-70s 37 00
SF RR Gateway to the American West V.1, D.Duke 288p 455 illustrations..... . .44.50
Saga Of The Soo, Vol 2, 224p 33.95
Steamscenes 1996 Calendars. UP; SP; Canadian calendar each ... 6.50
SP's Coast Line, Signor ...314p.....47.50
Steam Breath the Red Star, 256p 44.50
Seaboard Coast Line RR, Nuckles..... 14.50
Santa Fe Steam, Last Decade '49-59.....14.35
Santa Fe in Color, 1,2,3,4 each 37.00
The Mudhens, Photo History 159p 21.50
Uintah Rwy, Gilsonite Rte, reprint 240p..29.95
Wisconsin Rails 1, S.cvr repnt..... .....22.50
Western Maryland color 128p .40-60s.. . 37.00

Books going out of Print
L&N in the Appalachians, 128p 31.95
Chicago & Northwestern Memories,Cook31.75
Powder River Coal & BN's Den Div.....28.95
PRICES SUB. TO CHANGE W/OUT NOTICE

PERRY'S HOBBIES
114 VERNON AVE., P.O. BOX 68R
MORGAN, MN 56266 (507)249-3173
Orders only 1-800-433-1264

Fanmail

How the Bellows Falls

Thanks for the good job on the NEC article in the December 1995 issue, but there has been one significant change since June 27, 1995, when I took the photo on page 57.

Unfortunately, photos of trains crossing the former-Rutland diamond from that angle are no longer possible, since the Green Mountain Railroad put up a fence that is just to the left of the GMRR unit shown in the posed shot at the bottom of the page. This fence confines photographers to the visitor's parking lot.

Since the GMRR takes trespassing very seriously, going beyond the fence is definitely not a good idea. However, the fence is low enough that it is possible to shoot over it to get southbound trains coming off the Connecticut River Bridge without trespassing.

CHARLES BOHI
White River Junction, Vt.

Locomotive stamps in Chama

I got a kick out of the RAILFANNING IS ... in the December 1995 issue. Your readers may be interested to know that the post office in Chama, New Mexico, still has a hefty supply of these 29-cent stamps. Interestingly, the first day of issue for the set of five 4-4-0s was in Chama on Thursday, July 28, 1994.

DAVID J. NEUBAUER
Hazelwood, Mo.

On autofocus

Kudos to R&R and Dave Busse for bringing an accurate, up-to-date report of autofocus photography to the railfan press. It's more than coincidental that railroads and our hobby are usually very hesitant to embrace change, even if the handwriting's on the wall as in "if it ain't broke, don't fix it." It never ceases to amaze me that we railfans spend big bucks on scanners, motels and four-by-fours in pursuit of the ultimate rail photo, yet entrust the capture of our quarry to 1960s cameras, lenses, flashbulbs and film. And even film as we now know it will succumb to the micro-chip sooner than we think.

Can we still get decent train pix with manual focus? Sure, but it's like comparing a Corvair to a Chevy S10 Blazer — they'll both get you there, but which would you rather stake your job, reputation and life on? As Dave pointed out, photo pros (and not just in sports) are flocking to autofocus, and the available equipment just keeps getting better.

I would challenge those who ignore or disdain autofocus to test drive a middle- or high-end Canon EOS or Nikon AF system for a weekend's outing — you'll go back to the office Monday calculating how much your old system is worth in trade. Why? For starters, you'll have a much higher percentage of "keepers," and they'll be better focused or exposed than you can imagine, thanks to the advanced microprocessors in these systems. You'll also be pleasantly surprised to find how easily difficult exposure or focusing situations are handled by a simple twirl of a thumb wheel without removing your eye from the viewfinder. The masochistic shenanigans involved in lugging the old heavy equipment and futzing with its idiosyncrasies can give way to spontaneous creativity — and fun!

Autofocus will not solve basic photo impossibilities such as a five-stop contrast or a case of the "shakes," but it will improve your photography.

RON BURKHARDT
West Lafayette, Ind.

BUSTER KEATON'S CLASSIC ADAPTATION OF

THE GREAT LOCOMOTIVE CHASE

"THE GENERAL"

(RE-SCORED WITH THE RAGTIME MAGIC OF SCOTT JOPLIN)

This feature legnth film is listed by the Library of Congress as a national treasure. *"Absolutely Delightful"*, Cathy Fletcher, Director of Big Shanty Museum, home of America's most famous locomotive, the "GENERAL."

$24.95

(Shipping Included)

Send Check or Money Order to:

EYE AMERICAN PRODUCTIONS, INC
P.O. BOX 193
Pipersville, PA 18947.

PA Residents add $1.50 sales tax. Allow 4-6 weeks delivery

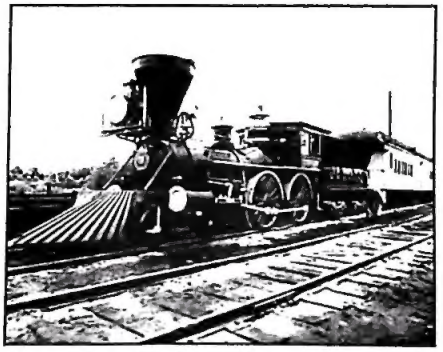


Photo courtesy of Big Shanty Museum, Kennsaw, GA

Le Tortillard

A small note of clarification is in order concerning the news item in the November 1995 issue about *Le Tortillard* passenger trains between Quebec and Pointe-au-Pic, reported as being run by the Societe des Chemins de Fer du Quebec, the entity which hauls freight on the scenic 92-mile line.

The *Le Tortillard* operation is actually owned and managed by a separate company, Les Trains Touristiques du Saint-Laurent (TTSL), using the tracks of the SCFQ. The president was a model railroader for quite a few years before he succeeded in his wish to have his own 12-inch-to-the-foot train set.

GERRY BURRIDGE
Pte. Claire-Dorval, P.Q.

Merging opinions

With regard to that horrid BN+SF paint job pictured in your current issue: Burlington Northern doesn't have a recognizable corporate image any more, since it has moved away from Cascade Green. Santa Fe, on the other hand, has the most highly-regarded and widely-recognized image in railroading (only the folks at 1416 Dodge Street in Omaha might dispute that). To have a recognized and positive corporate image is an asset in any business, in any industry. BNSF management would be foolish not to adopt the Santa Fe warbonnet for this sound business reason alone. BN doesn't have an image worth saving, and Santa Fe's is so successful that to discard it would be a highly-visible management blunder.

It's unfortunate for Santa Fe's employees, customers and shareholders that this merger was ever consummated. Santa Fe's strategic partner should have been Conrail. But let's hope that smart top management, led by Mr. Krebs, will make the most of a most awkward situation.

GREG J. NAZAROW
Lebanon, N.H.

Mapping Portsmouth

The map on page 42 of my article, "It's Government Work" in the December 1995 issue contains two significant staff errors. The track into Portsmouth, N.H., indicated as the "Western Route" is in fact the Portsmouth Branch (once the Portsmouth-Manchester Branch). The Portsmouth Branch and the Western Route (the current main line) meet at Rockingham Junction, N.H.

The Eastern Route, through Portsmouth, and the Western Route, through Dover, N.H., intersected at North Berwick, Me., beyond which the Western Route ran east of the Eastern Route all the way into Rigby Yard in South Portland. But therein lies the second error, for "North Brunswick" has been substituted for the correct North Berwick, and the reader is thus confounded in the disparity between the written text and the drawn map.

NELSON H. LAWRY
Rollinsford, N.H.

Picture the *Maple Leaf*

Well bless my soul, you still have that print of the *Maple Leaf* I sent to Freeman Hubbard 35 years ago! (November 1995 R&R, page 53.)

For your information, the shot was made on Tri-X using a baby Speed Graphic equipped with 120 roll film back (wish I still had that little gem!). Other than one No.5 flashbulb on the front of the Alco PA 605 and another on the tower, it is strictly available light. The *Leaf* stopped here for quite a while to pick up the through sleeper from Philly.

Sadly, I never got to ride that train, but I do have memories of an 80 m.p.h. dash across New Jersey on the *John Wilkes*, as well as a more leisurely ramble behind Nickel Plate 2-8-4 765 on Tri-State Chapter's aborted trip to Harrisburg during the 1988 NRHS Convention.

N. KENT LOUDON
Somerville, N.J.

Things that make you go *hmm*

I recently encountered something that made me go *hmm*. It was late Friday night, on September 29, 1995. I'd just parted the

TRAIN MASTER 3.1

Put yourself in the Engineer's seat, for work or play, this program will teach the novice or challenge the experienced. TrainMaster 3.1 realistically simulates train handling and locomotive response on actual rail lines . Graphics & sounds add to the feel of operations as you watch a train move across the screen's scenic display, plus...

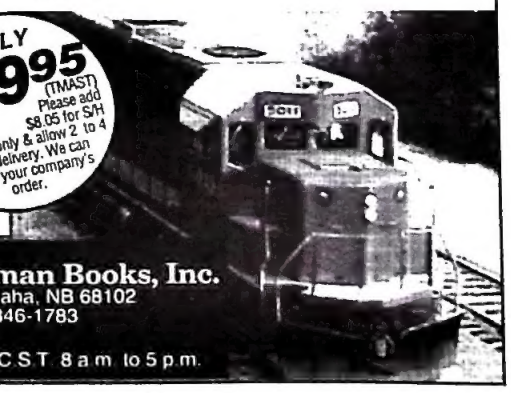
- *Warning lights flash & crossing gates descend*
- *Run a red signal and your engineer liscense is torn up on the screen*
- *Derail a train, & see it in the headlines*
- *Managing air brakes, throttle, whistle, bell, gauges and upcomming signals will challenge your skills.*

SYSTEM REQUIREMENTS: IBM or compatible, 386 CPU or better, VGA graphics. Optional: Microsoft compatible mouse, sound card, 13,000 miles of additional lines on 8 separate 3.5" disks.

FEATURING:

- Sound Blaster
- Real Diesel Sounds
- Realistic control stand graphics; moving throttle, brake handles and dial gauges for air brakes, speed, amperes
- Actual Timetables & Trains
- Improved scenery displays, road crossing warning with working flashers, gates that move down.
- Icons for signals, towns, road crossings, trees, more.
- Mouse Support
- Easy to use

ONLY $59.95 (TMAST) Please add $8.05 for S/H U.S.Funds only & allow 2 to 4 weeks delivery. We can invoice your company's order.



DISTRIBUTED BY
Simmons-Boardman Books, Inc.
1809 Capitol Avenue • Omaha, NB 68102
• 402-346-4300 • fax 402-346-1783
800-228-9670 C.S.T. 8 a.m. to 5 p.m.

Great Videos & Fast Service

When there are no railroads to your home.....we deliver by air!

Latest Releases		
Santa Fe Pictorial	60 Min.	$29.95
Southern Pacific Pictorial	60 Min.	$29.95
Special: Both Pictorial tapes for only		$49.95
Memories of N&W 611	60 Min.	$29.95
All Aboard the Potomac Eagle	60 Min.	$19.95
■ Great Steam Trains -Vol.3	60 Min.	$29.95
America By Rail: General Interest Series		
America By Rail-The Heartland	120 Min	$19.95
The West Coast Route (1995)	84 Min.	$19.95
Super Variety of Steam Videos		
■ Great Steam Trains - Vol 1	60 Min.	$29.95
■ Great Steam Trains - Vol 2	60 Min.	$29.95
■ **Special:** Great Steam Trains Series: Any 2 tapes for $49.95, or all 3 for		$74.95
Norfolk Southern Steam #1	60 Min.	$29.95
Norfolk Southern Steam #2	60 Min.	$29.95
Norfolk Southern Steam Freights	45 Min.	$29.95
Special: All three NS Steam Tapes		$74.95
Union Pacific Steam #1	90 Min.	$39.95
Union Pacific Steam #2	60 Min	$29.95
Special: UP Steam 1 & 2 for only		$64.95
4449 Washington SteamFest	60 Min.	$29.95
700 Washington SteamFest	60 Min.	$29.95
Special: Both SteamFest tapes only		$49.95
2765 On The C & O	60 Min.	$29.95
Steam In Huntington	90 Min.	$29.95
Geared Doubleheader	48 Min.	$24.95
Santa Fe 3751 LA to Chicago	90 Min.	$34.95
Steam In The West	90 Min.	$29.95
4501- 25th Anniversary (1991)	60 Min.	$29.95
N&W 1218 Roanoke Bound	70 Min.	$29.95
Cincinnati 611	43 Min.	$24.95
(L&N)152 Suspended In Time	60 Min	$29.95
Garratts of Zimbabwe (Africa)	60 Min.	$29.95
Rio Grande Steam Freights-92	120 Min.	$34.95
SP 4449 "The Daylight" (1989)	60 Min.	$29.95
Tripleheader Rotary (1993)	120 Min.	$39.95
Steam Rotary (C&TS 1991)	90 Min.	$39.95
Santa's Challenger (3985/676)	70 Min.	$24.95
Frisco 1522 (4-8-2 in 1988)	70 Min.	$29.95
Super selection of Diesel Videos		
A Day on Soldier Summit	30 Min.	$19.95
Arkansas Alcos (A&M 1988)	45 Min.	$24.95
BN's Marias Pass	35 Min.	$19.95
C&NW Mainline West-2 tapes	150 Min.	$59.95
CSX F-Units (1988 F7's)	60 Min.	$34.95
Early Diesels (variety)	90 Min.	$34.95
F-Units Winter in Canada	57 Min.	$29.95
New Haven RR in 1950's-16m	60 Min.	$49.95
New Haven Mainlines (8mm)	65 Min.	$39.95
Plow Extras (CN&CP Plows)	45 Min.	$39.95
Snow Plow with CN F7's	52 Min.	$39.95
Union Pacific's Caliente Subdiv	60 Min.	$29.95
The Western Canada Series		
CP's Kicking Horse Pass	46 Min.	$29.95
Cab Ride Over Kicking Horse	77 Min.	$29.95
Canada's Canyon Route	60 Min.	$29.95
CN's Yellowhead Pass	45 Min.	$29.95
Special: Western Canada Series		$99.95
Cab Ride Through The Rockies Series		
#1 Denver to Moffatt Tunnel	87 Min.	$29.95
#2 Moffatt Tunnel to Bond	110 Min.	$29.95
#3 Bond to Glenwood Springs	80 Min.	$29.95
Special: 3 Above cab Ride Tapes for		$74.95

Shipping: $4.00 for US Orders. Canada $4.00 first tape, $1.50 each additional. Foreign PAL available also. Europe $6.50 each, Other countrys $8.50 ea. Full-time business. Established 1984.

Greg Scholl
Video Productions
P.O. Box 123-RF, Batavia, Oh. 45103
513-732-0666 Fax 513-732-0666
Catalog available with over 60 titles

VINTAGE STEAM CLASSICS

From MARK I VIDEO

ERIE STEAM, VOL. I: COMMUTER POWER - Witness rush hour at Jersey City Terminal, tour NJ&NY and Greenwood Lake lines, plus Erie steam on NYS&W and overview of 4-6-2 classes. 45 Min., color and b/w, narration **$27.95**

ERIE STEAM, VOL. II: MAIN LINE ACTION - See S-class 2-8-4s, K5 4-6-2s, 2-8-2s, 2-10-2s in action from Jersey City to Port Jervis, plus ex-O&W 4-4-0 on M&U, triple-headers at Forest City. 45 Min., color and b/w, narration **$27.95**

NEW YORK CENTRAL STEAM SHOWCASE - Main line action from Harmon to Chicago! Many classes of power, trains on Washington St. in Syracuse, rare 4-4-0 inspection engine, DeWitt yard. 30 Min., color and b/w **$24.95**

PENNSY STEAM - Features T-1 4-4-4-4s and streamlined K4s in St. Louis area, plus 2-10-4s, 2-10-0s, 2-8-2s, 4-8-2s, 0-6-0s, 2-8-Os, leased Reading T-1, blizzard at South Amboy. 30 Min., full color..... **$24.95**

STEAM IN NEW ENGLAND - Enjoy a fascinating variety of steam on the New Haven, Central Vermont, and Maine Central Railroads. Includes NH Shoreliner 4-6-4s, CV and MeC 4-8-2s, much more! 30 Min., color and b/w **$24.95**

STEAM IN THE NORTHEAST - Nostalgic steam album featuring LV, CNJ, Reading, DL&W, B&M, and NYC power, plus four rare Pa. shortlines. 30 Min., color and b/w. **$24.95**

ORDERING INFORMATION:
VHS only. All tapes have synchronized sound, maps, location graphics. Payment via Visa, MasterCard, Check, Money Order. Buy 2 tapes, deduct 5%; 3 or 4 tapes, 10%; 5 or more, 15%. Add $5 s/h first tape, $1 each addl. tape. NJ residents add 6% sales tax.

ORDER TOLL FREE
1-800-66-MARK1

MARK I VIDEO
P.O. BOX 404, NEW MILFORD, NJ 07646
(201) 261-8444 ORDERS ONLY: 1-800-66-MARK1

warm, leafy pages of November's RAILFAN & RAILROAD magazine. My interest in the issue was piqued by Carl Perelman's article on Conrail's Lehigh Line. Browsing through it, I came across something that made me go *hmm*; the black and white photograph of Alco PA 605 on page 53.

I dashed down to the family room where I rifled through a musty stack of old *Railroad* magazines purchased from a hobby shop just a few weeks prior. I lubricated my thumb with each flick of the page, just to make sure any two didn't stick together.

Then, suddenly, there it was, on page 34 of the October 1976 edition, the same black and white photograph. I compared every aspect of both pictures as a forensic scientist attempting to match DNA samples.

The locomotive's number matched; the odd curved line extending from the top of the traffic signal on the bridge matched; the shimmering light on the locomotives' flanks in both photographs aligned as if I were comparing the same fingerprint, even the photo credit was a match: N. Kent Loudon.

But what drew me to the October 1976 magazine wasn't the photograph as much as its caption. Where the vintage *Railroad* identifies the train as Lehigh Valley's *Black Diamond*, the current R&R proclaims it as the Toronto-bound *Maple Leaf*.

Obviously, it can't be both. The evidence indicates it must be one or the other, or, perhaps, none of the above. Is it possible that the Alco-powered consist could be the *Asa Packer* or even *The Star*?

Things that make you go *hmm*.

BYRON SCOTT
Wilmington, Del.

Freeman Hubbard's handwritten caption on the back of the photo identified it as the Black Diamond, *but that didn't seem right, because the* Diamond *was a day train passing westbound through Bethlehem (1951 timetable) at 12:51 p.m. — and the January 1960* Official Guide *shows the* Diamond *already discontinued by then! The train was definitely the* Maple Leaf, *due at 9:52 p.m. Also note photographer Kent Loudon's letter on page 7* — J.B.

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

TENNESSEE CENTRAL RAILWAY MUSEUM, 709 North Lake Circle, Brentwood, TN 37027-7844 (615/833-5077) will run "Christmas in the Country" round trips on the following dates, departing 8am. **December 2** Nashville to Watertown, 90 miles, regular seats $22, dome seats $49. **December 9** Columbia to Lawrenceburg, 72 miles, seats $30.

HAGERSTOWN, MARYLAND, December 2. Christmas special to Washington Union Station via MARC, with stops at Martinsburg and Brunswick. Contact: Hagerstown Roundhouse Museum & NRHS Chapter Joint Trip Committee, P.O. Box 2858, Hagerstown, MD 21741; 301/739-4665.

WHIPPANY, NEW JERSEY, December 3, 9, 10, 16, 17. Santa Claus Specials on the Morristown & Erie Railway will depart hourly noon-4pm from Whippany Railway Museum, Route 10 West & Whippany Road. Adults $6.75, under 12 $3.75, lap babies free. Advance mail reservations strongly recommended. Send payment and SASE to: Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016.

BOSTON, MASSACHUSETTS, December 9. "34th Street Express" chartered Amtrak shoppers' special to New York City, depart 7am, return by 11pm. Adults $65, ages 5-12 $50, under 5 in lap free. Send SASE with payment to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486; 617/361-4445.

PHILADELPHIA, PENNSYLVANIA, December 9-10. Santa Claus will ride the Penn's Landing Trolley. Two-car train of vintage trolleys will depart half-hourly from Columbus Blvd. & Dock Street, 10am-5pm. Tickets $2.50. Contact: Penn's Landing Trolley, P.O. Box 7285, Philadelphia, PA 19101.

GOWANDA, NEW YORK, December 9-10, 16-17, 23. Santa Claus express on New York & Lake Erie. Coach $10 for adults, $5 ages 3-11, under 3 on lap free. First class with lunch $19.50 adults, $12 ages 11 and under. Contact: NY&LE, P.O. Box 309, Gowanda, NY 14070; 716/532-5242.

TRAVERSE CITY, MICHIGAN, December 15-January 1. 5th Annual Festival of Trains at City Opera House, 112-1/2 E. Front Street, noon-8pm daily (noon-5pm holidays, closed Christmas Day). Adults $3.50, under 12 $1.50. Contact: Holly Hawkins, 616/922-2050.

OLD LINE GRAPHICS RAILROAD BOOKS

ALL COLOR !

East Broad Top
SLIM GAUGE SURVIVOR

A new, all-color book covering the final years of operation of this unique Pennsylvania narrow gauge railroad. Coverage includes the interchange with the Pennsylvania Railroad, main line operations, Shade Gap and Coles Valley Branches, mines, locomotives and rolling stock. Almost 175 previously unpublished photos, including coverage showing how this unique line has survived virtually intact almost 40 years after the close of regular operations.

$48.00

Coming Later in 1995/1996 ....
The Louisville & Nashville, Cumberland Valley Division by Ron Flanary
A History of the Monongahela Railway, in B&W and Color

New! - VIRGINIAN RAILS
$48.00
The INTERSTATE Railroad
$42.00
BALTIMORE & OHIO - 2
Cumberland to Chicago
$44.00
BALTIMORE & OHIO - 1
New York to Cumberland
$44.00
WESTERN MARYLAND
RAILWAY IN THE DIESEL ERA
(Only 10 LIMITED EDITIONS Left)
$60.00
THE RAILROAD NIGHT SCENE
$44.00
RICHMOND, FREDRICKSBURG
AND POTOMAC
$42.00
THE D&H, MEC AND B&M
BEFORE GUILFORD
$39.00
CLINCHFIELD
COUNTRY
$38.00

Postage Paid in the United States. *Outside the U.S. Add $3.00 Per Book for Shipping.*
In Maryland Add 5% Sales Tax. Dealer Inquires Welcome.

OLD LINE GRAPHICS
1604 WOODWELL ROAD, SILVER SPRING, MD 20906
301-460-9193 (Monday - Friday, Noon to 7PM EST)

PASSENGER SPECIALS departed Los Angeles and Chicago on August 31, 1995, and met up at Nelson, British Columbia, during September 5-6 for the American Association of Private Railroad Car Owners Annual Convention. Highly scenic, freight-only mileage was logged from Hinkle, Oregon, to Eastport, Idaho, on UP and from Eastport north on CP. On September 4, the Chicago train, powered by Amtrak F40PHs 390 and 330, crossed Sand Creek Trestle at Sandpoint, Idaho, on UP's former Spokane International route. (The L.A. train passed here the day before.) After the convention, the private cars made a side trip to Golden, B.C., and Lake Louise, Alberta.

BRANSON, MISSOURI, January 12-15. Railroad Passenger Car Alliance 1996 Annual Conference at Lodge of the Ozarks, 3431 W. Highway 76. Evening trip on Branson Scenic Railway, seminars, vendor tables, entertainment and more. For details send SASE to: RPCA, c/o Branson Scenic Railway, 206 E. Main Street, Branson, MO 65616; or phone 417/334-6110.

BOSTON, MASSACHUSETTS, January 20. "Snowflake Special" chartered Amtrak train to the Berkshires with additional boarding in central Mass. Depart 8:30am, return 8pm. Optional sleigh rides and other seasonal activities. Adults $65, ages 5-12 $50, under 5 in lap free. Send SASE with payment to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486; 617/361-4445.

DUNSMUIR, CALIFORNIA, February 16-18. 3rd Annual Winter Railfair featuring walking tour, trackside events, working SP snowfighting equipment, operating turntable, swap meet, slide shows and more. For details contact: Visitor Services, Dunsmuir Chamber of Commerce, P.O. Box 17, Dunsmuir, CA 96025; 800/386-7684.

SCRANTON, PENNSYLVANIA, February 17-18. Winter Photographer's Excursions with Milwaukee Road 4-8-4 261 between Scranton and Pocono Summit both days. Plenty of photo runbys, and a night photo session. Details are still being worked out, coach pricing should start at $40, and all-day cab rides around $1000. Contact: Friends of the 261, 4322 Lakepoint Court, Shoreview, MN 55126; 612/858-8859.

BOSTON, MASSACHUSETTS, February 17-24. "Little Bear

For a Good Time And a Long Time Buy a Book. Or Two. Or Three Or Four. Or Five. Or more.

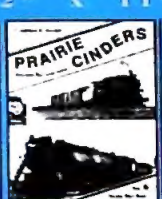
BOOKS ARE 8-1/2" x 11", SOFT COVERS

Equipment on the Sudbury - Copper Cliff Suburban Electric Railway came from Buffalo, Cleveland, New York, Philadelphia and elsewhere. 32 pages, text, map, tickets, roster, 65 b. & w. photographs. Order SCCSER

$ 4.95

The Algoma Central Railway before the Wisconsin Central, in 64 pages of text, maps, rosters and timetables. See the longest passenger trains anywhere in truly glorious scenery, in 95 photographs, 64 in full color. Order TOTBB

$20.95



An engineman recalls steam and early diesel railroading on the Canadian Prairies, C.P.R., C.N.R., G.N. and wartime Britain, in 64 pages, text, map, rosters, timetables, 58 superfine 150-line b. & w. photographs. Order PCIND

$22.95

Photocopy of our landmark 1980 Canadian Pacific Railway passenger book. Order A-Z-P

$27.95

ALL NEW!

CANADIAN RAILWAY ATLAS

updated with the latest changes. 72 pages of full color maps, detail maps of urban areas and a double fold-out centre-spread. Order CRA-2

$21.95

CANADIAN RAIL OPERATING RULES

The official rule book in Canada. 256 pages soft covers; includes train order rules and samples, and signals in color. Order CROR

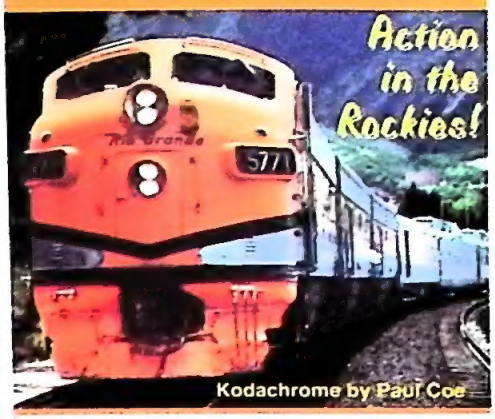
4" x 6-1/2" **$19.95**

From Nickel Belt Rails.

Box 483, Stn. "B" Sudbury, Ontario P3E 4P6
P.O. Box 578 Houlton, ME 04730 U.S.A.

TERMS Send cheque or M.O. Add $3.00 postage. Canadians add 7% G.S.T. to the total. Generous dealer terms. Fax 506-454-1589.

New Video!



COLORADO GLORY

D&RGW MAIN LINES
SCENIC LTD.
ROYAL GORGE
CALIFORNIA ZEPHYR
RIO GRANDE ZEPHYR
SKI TRAINS FREIGHTS
PLUS CAMEO VIEWS OF MIDLAND TERMINAL DENVER & SALT LAKE
FROM 16MM FILM BY GEORGE H. MEYER
FILMED 1930's - 1970's
56 MINUTES
MOSTLY COLOR STEREO

Only $ 39.95!

Add $ 4.00 p&h for 1 tape, $ 1.00 each add'l.

Visa/MC orders call toll free
1 (800) 783-3886

Mail orders send check or m.o. to
2016 N. Village Ave.
Tampa, FL 33612

Herron Rail

Shipping about Oct. 1st!

Order Yours Today!

WM Color Guide to Freight and Passenger Equipment
coming 1/15/96!!

WM Color Guide to Freight and Passenger Equipment is a new 128 page hardcover book with over 275 vintage color photographs of Western Maryland rolling stock. WM car historian Jack Brown expertly captions each photo and guides the reader through an informative and intriguing tour of the WM's equipment. Available 1/15/96, order this book today at the special pre-publication price of:

$40 + $3.50 postage, $5 foreign. Give street address for UPS delivery. NJ res. add $2.40 tax.

After 1/15/96 price is $49.95.

Morning Sun Books, Inc.
11 Sussex Court
Edison N.J. 08820

MORNING SUN BOOKS INC.

KODAK GOLD 100 PRINT. MARTIN HANSEN

SOUTHERN PACIFIC *DAYLIGHT* 4-8-4 4449 spent ten days in October 1995 pulling freight and passenger trains on the Willamette & Pacific and Portland & Western short lines in Oregon. With its tender lettered for the W&P on one side and the P&W on the other, the 4449 and crew were at Toledo, Ore., on October 24th with a W&P officer's special. See RAILNEWS.

North" winter trip covering Amtrak and Ontario Northland via Toronto to sub-arctic shores of James Bay. Rare chance to view "white wilderness" from comfort of a train. $1095 per person double occupancy, single supplement $225. Send payment with SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486; 617/361-4445.

STOCKTON, CALIFORNIA, March 9. Winterail '96 Railroad Photography Exposition and Railroadiana Show & Sale at Scottish Rite Temple, 33 West Alpine Street, 9am-10pm. Featured photographers scheduled to include Richard Steinheimer, Shirley Burman, Stan Kistler, Don Olsen, John Kirchner, Jack Neville, Brian Rutherford and others. Full event tickets *by advance mail order only.* Send $18 per ticket plus SASE to: Vic Neves, Winterail '96, P.O. Box 23721, Oakland, CA 94623-0721. Make check or money order payable to: Vic Neves, Winterail '96." Admission to just the railroadiana show & sale is $4 *at the door only.*

INTERNATIONAL TOURS

TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following foreign steam tours. For details send SASE.

Vietnam March 9-17, meter- and standard-gauge steam, depot and workshop visits.

Turkey April 7-21, Ankara to Istanbul with photo runbys.

ANOTHER THREE BOOKS ON CANADIAN RAILWAYS

Canadian National in the West (Volume Six)

by Ray Matthews - No one knows Canada's "other" railway like Ray who spent his working life employed by the company. From the front cover showing a "Santa Fe" arriving in Jasper in 1956 to a SD50F at Cisco, B.C. in 1990, his love of the railway's steam and diesel power shines through his excellent shots and knowledgeable text. - $9.00

CP's Dominion Atlantic Railway (Volume Two)

by Gary Ness - Continues the saga of Canadian Pacific's most eastern outpost. It contains fine shots of "Tenwheelers," "Pacifics," Dayliners, and small diesel electrics in this now-abandoned or sold railway. A must for nostalgia-seekers who enjoy information on the railways of this beautiful and relatively unknown area. - $9 00

CP's Dominion Atlantic Railway (Volume One)

by Gary Ness - The first volume in this series has been out of print for several years and to coincide with the publication of the second volume, we have made the original work available again. - $9.00

Other works available include:

The PGE/ British Columbia Railway	
CP In Southern B.C. (The Boundary Subdivision)	
Canadian Pacific in Alberta and Saskatchewan	
Canadian Pacific from Calgary to Edmonton	
CP in the Okanagan	Vols 1-2
The Northern Alberta Railways	Vols 1-2
Canadian Pacific's Trans-Canada Limited	
The Canadian - CP's Last Transcon. Passenger Train	
The Railways of Toronto	Vols 1-2
Trainscape (Diesel Electrics in Ontario 1968-1978)	
Canadian Pacific Air Lines - Its History and Aircraft	

For more details, send a SAE to

B.R.M.N.A.

5124- 33 Street N.W., Calgary, Alberta, Canada T2L 1V4

Phone: (403) 282-8456 Fax: (403) 289-3783

Canadian and US Visa cardholders, call

1-800-340-3108

to place your orders

A DREAM COME TRUE FOR RAILROAD LOVERS

Hundreds of historic photos combine with a narration bring rails history to your computer. In addition to the historical chronology, program sections include:

MAC/WIN CD ROM $44.95

★ Historic Trains ★ Locomotives
★ Railroad Stations ★ Scenic Railroads

Export photos for use in other programs

NO OTHER SINGLE SOURCE INCLUDES AS MUCH LORE OF THE RAILS!

MULTIEDUCATOR • 244 NORTH AVE. • NEW ROCHELLE, NY 10801
TO ORDER CALL: 1-800-866-6434 OR FAX: 914-235-4367

A magnificent new collection from the British Post Office.

A unique opportunity to own this beautiful limited edition series.

Royal Mail

WEDGWOOD

Classic locomotives steaming through the beautiful British countryside, wheels and pistons beating out a vibrant, compelling rhythm.

No-one who ever saw these trains, or travelled in them, could ever forget the experience. The smells of steam and oil in the stations, the whistles and shouts as the engine left, the landscape racing by as the train powered towards its destination.

The sheer romance of steam.

And now you can celebrate this heritage with a superb new ceramic collection, manufactured exclusively for Royal Mail* by Wedgwood.

These magnificent plates capture forever five of the most famous trains of all time: Royal Scott, Flying Scotsman, Golden Arrow, Cheltenham Flyer, Cornish Riveria.

- From original designs by the artist Terence Cuneo.
- Individually numbered and signed by the artist.
- Certificate of Authenticity.
- 30-day money-back guarantee.
- Plates are manufactured in England by Wedgwood in the finest bone china.
- Stoneware mugs now available in the same classic designs.

*Royal Mail is a trading name of the British Post Office.

Wedgwood® is a registered trademark of Wedgwood Limited, Barlaston, Stoke-on-Trent. Royal Mail Collection, 20 Brandon Street, Edinburgh, Scotland EH3 5TT.

Return to: Royal Mail Collection, Interpost, PO Box 378, Malverne, New York 11565.

Mr/Mrs/Miss _____

Address _____

_____

_____

_____

_____ Zip _____

Telephone _____

Please send me the following sets:

Design	Item	Cost/Code	No. of items	Total value
Royal Scott	Plate	$49.00 PL013		
	Mug	$15.00 PB174		
Flying Scotsman	Plate	$49.00 PL014		
	Mug	$15.00 PB175		
Golden Arrow	Plate	$49.00 PL015		
	Mug	$15.00 PB176		
Cheltenham Flyer	Plate	$49.00 PL016		
	Mug	$15.00 PB177		
Cornish Riviera	Plate	$49.00 PL017		
	Mug	$15.00 PB178		
Famous Train Set	Plate	$239.00 PL018		
	Mug	$69.00 PB179		
			New York state tax	
			Sub total	
P & P PLEASE ADD $5.00 PER ITEM			GRAND TOTAL	

☐ I enclose a cheque (made payable to Interpost) for: _____

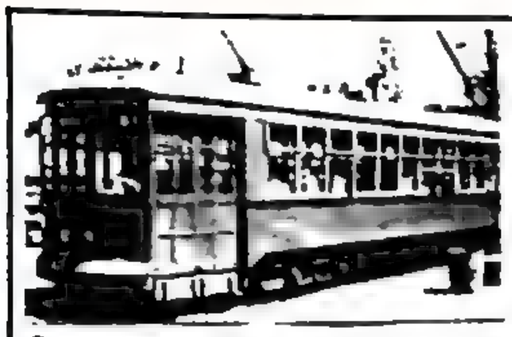
Please debit my ☐ MasterCard ☐ Visa

Card No. ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

Expiry Date ☐☐ ☐☐

Signature _____ Date _____

Please allow up to 5 weeks for delivery of your order. Plates are dispatched individually and may arrive separately.



THE TROLLEY TAPE

See single and double truck trolleys. Experience riding a 1922 New Orleans Perley Thomas Car. Also see a stepped 1924 observation car. Five trolley museums from New York to Colorado. Cars from Osgood Bradley, Brill, Thomas, Laconia and others. 50 minutes $39.95

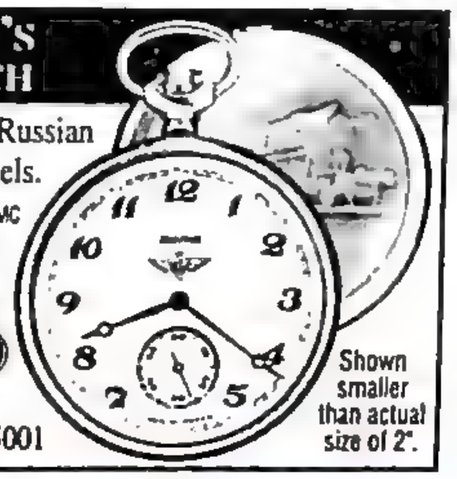
NY STATE RES. ADD 8.25% STATE TAX.
ADD $3.00 PER ORDER SHIPPING

HI-IRON RAILROAD VIDEOS
PO BOX 155, MASPETH, NY 11378

FREE CATALOG
BOOKS FOR CHRISTMAS
DPA-LTA ENTERPRISES, INC
DEPT. RR, PO BOX 3000
CHAMPLAIN, NY 12919-3000

RAILWAYMAN'S POCKETWATCH

Official watch of the Russian State Railway. 18 jewels.
$49.95 + $3 S/H. VISA/MC
1-800-375-3943
Free RR gifts catalog.
SMITH-THOMPSON
P.O. Box 828
White River Jct., VT 05001



Shown smaller than actual size of 2".

More armchair railfan trips through the byways of rural America from...

2 GREAT NEW VIDEOS

G T V P
G. TRAIN VIDEO PRODUCTIONS

ALL SHOT SPRING OF '95

NORFOLK SOUTHERN Mainline

Through the Heart of Dixie

From west to east-
The Tennessee Division

East & west end Memphis District - from Grand Junction, TN through Corinth, MS, Sheffield, Huntsville, Stevenson, AL to Nicajac, TN. Knoxville District Oakdale through Blair and Oliver Springs to Powell, TN

Narrated. 90 minutes.

- CSX on NS trackage rights
- NS on CSX trackage rights
- Mid-train slaves with UP power
- All mainline railroading, great scenery, many great locations
- Culminates with a grain train doubling the hill between Heiskell & Powell, with mid-train slaves.

CSX

KD Subdivision

160 miles of mainline railroading from Etowah, TN to Corbin, KY. Winding its way northward through scenic valleys, mountains and small hamlets such as Greenback, Lake City, the helper pocket at Chaska. Tunnels at Solway, Vaspar and Morley. Lots of great lashups. Springtime in the South.

Narrated. 90 minutes.

- Mainline action
- Great mountain and valley scenery
- Helper pocket at Chaska
- Tunnels at Solway, Vaspar and Morley

Each tape costs $45.95 plus $4.00 S&H (Canadian funds)
or $33.95 plus $3.00 S&H (U.S. funds).
Buy both videos now and get FREE S&H
S&H offer expires February 29, 1996

All videos mastered on BETACAM SP. Natural HiFi Stereo. Available in VHS only.
All tapes guaranteed against manufacturing defects.

VISA

U.S. VISA customers will be charged the U.S. equivalent of $49.95 Canadian (Approx. $36.95 U.S.) which includes S&H.
Orders payable by VISA or M/O. Ontario orders add 8% PST

VISA

To Order Call Toll Free
(800)667-3510
7 Days a Week

(905)562-3866

3811 Victoria Ave., Vineland, Ontario, Canada L0R 2C0

RAILROADIANA MEETS

GREAT AMERICAN TRAIN SHOW will be held [illegible] the following dates [illegible] 12 free with [illegible] information telephone [illegible] 708/834-0500.

December 2-3 Miami [illegible] County Youth [illegible] 10901 SW 24th Street [illegible] Omaha, [illegible] Civic Auditorium. **Decem[illegible]** [illegible]on, Ariz., [illegible] Convention Center, 260 [illegible] **Decembe[illegible]** San Antonio, Tex., Henry [illegible] Convent[illegible] Center. **December 9-10** San Jose, [illegible] Santa Clara County Fairgrounds, 344 Tully Road. **[illegible]ember 16-17** Po[illegible], Ore., Multnomah County Exp[illegible] 2060 North M[illegible] Drive. **December 16-17** Des M[illegible], Veterans Memorial Auditorium, 833 Fifth Avenue.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed 11am-5pm. Admission: $5 adults, $2 children 6-12, unless otherwise noted. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

Timonium, Md., December 2-3, Timonium Fairgrounds. **Fort Washington, Pa.**, December 9-10, Pittsburgh Expo Mart. **West Palm Beach, Fla.**, December 30-31, South Florida Fairgrounds.

OKLAHOMA CITY, OKLAHOMA, December 2-3. 17th Annual OKC Train Show at Oklahoma State Fairgrounds Transportation Building, 9am-5pm Saturday, 11am-5pm Sunday. Admission $4. Contact: Ed Birch, Jr., 1313 W. Britton Road, Oklahoma City, OK 73114.

CLASSIC TRAINS AND EXHIBITIONS, c/o Jon Emil Ulbright and Glenn Groff, 3385 Brigadoon Circle SW, Dalton, OH 44618, is sponsoring the following railroadiana meets. Admission $2, 12 and under free.

Massillon, Ohio, December 3, Massillon Knights of Columbus Hall, Cherry Road NW. **Mars (Pittsburgh), Pa.,** December 10, Sheraton Inn Pittsburgh North, 910 Sheraton Drive North. **Cleveland/Richfield, Ohio,** December 10, Holiday Inn, 4742 Brecksville Road. **Akron, Ohio,** December 17, Tadmor Temple, 3000 Krebs Drive.

OLMSTED TOWNSHIP, OHIO, December 3. German Club Train Show at 7370 Columbia Road, next to Trolleyville U.S.A., 9am-3pm. Adults $3, ages 6-12 $1. Contact: Bob Frieden, 9695 Chillicothe Road, Kirtland, OH 44094; 216/256-8141.

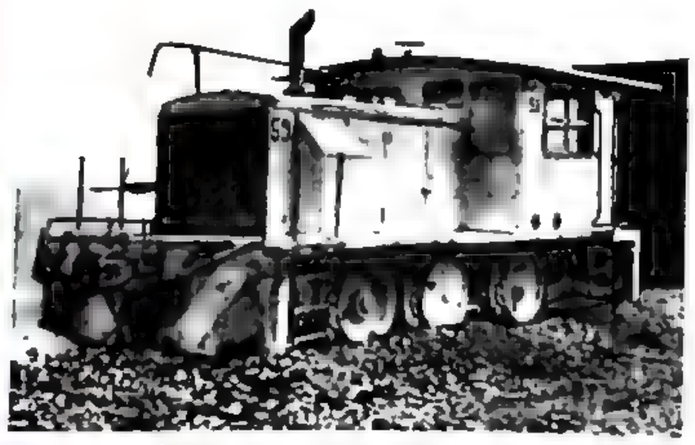
GILBERTSVILLE, PENNSYLVANIA, December 3 and January 7. Gilbertsville Train Show at Gilbertsville Firehouse on Route 73, 1 mile east of Route 100, 9am-2pm. Admission $3, under 12 free. For details phone: 215/657-2477.

HARTFORD, CONNECTICUT, December 10. Temple Sinai Trainsters present Greater Hartford's Greatest Train Show at Conard High School, Exit 41 off I-84, 10am-4pm. Adults $4, children free. Contact: Lee Blum, 65-B Louis Street, Newington, CT 06111; 203/667-1674.

WESTLAKE, OHIO, December 10 and January 7. Antique and Collectible Show at Westlake Holiday Inn, 1100 Crocker Road, 9am-2pm. Adults $3, kids ages 6-12 $1. Contact: Bob Frieden, 9695 Chillicothe Road, Kirtland, OH 44094; 216/256-8141.

SAND PATCH
B&O/Clash of Titans/PRR
by Charles S. Roberts
Cumberland to Connellsville and branches 1837-1993. Hard, 224 pgs, 319 illus (44 color), 8½ × 11", $50.00, 4.00 delvy, 2.50 MD Tax. **BARNARD, ROBERTS & CO.**, P.O. Box 7344, Balto. MD 21227. (410) 247-2242. V/MC. At serious dealers.

COMPREHENSIVE GUIDE TO
INDUSTRIAL LOCOMOTIVES
Over 1600 industrial operations throughout the US with complete roster information and locations



300 pages/79 photos-many of rarely seen locos
$22.95
(+ $2.50 shipping, Ca. res. add $1.72)
RIO HONDO PUBLISHING COMPANY
Dept S3, 2595 Hardies Ln., Santa Rosa, Ca. 95403
(dealer inquiries invited)

Ron's Books

P.O. BOX 714, HARRISON, NY 10528
(914)967-7541 11AM to 10PM EST; FAX (914)967-7492 24HR

YOUR ONE STOP BOOK AND VIDEO SHOP
Discount Prices & Never a Shipping Charge within the U.S.

All Aboard 22.50
American Narrow Gauge RRs (Hilton) 58.50
The Amtrak Story 24.25
Argent Lmbr Co.- Last of the Swamp Rats 35.50
Backwoods Railroads (Oregon) 40.50
Baltimore's Light Rail (Harwood) 14.25
Bessimer & Lake Erie RR in Color 40.00
By Streamliner, New York to Florida 36.00
B&O Passenger Service Vol 1 H/C 20.75
The Brown Book 20.00
Burlington Route Color Pictorial V1 .....45.00
BN, ATSF & MRL Locomotive Directory ..20.75
BN Caboose 24.50
BN: RR Giant of the Pacific Northwest 24.50
BN Freight Cars Today 27.00
Cabooses of the Baltimore & Ohio RR 44.00
Cabooses of the Norfolk & Western 45.00
Cascade Division BN/Milwaukee Rd (Fox) .36.00
CB&Q Color Guide to Freight & Pass Cars .40.00
Chesapeake & Ohio Strmlnrs V1 2nd to None 27.00
C&O Diesel Locomotives (Updated Vers.) .27.00
Chicago, Burlington & Quincy in Color ...40.00
Chicago & Northwestern Milwaukee Pictorial .27.00
Circus Moves by Rail .....H/C 49.50, S/C 36.00
Classic Freight V5. V6, or V7 .....22.50
Classic Locomotives Vol 1, 2 or 3 .....29.75
CNJ/LV Color Guide to Frt. Equipment 40.00
Coming of the NY & Harlem RR 40.00
Confessions of a Trolley Dodger from Brooklyn .22.50
Conn. Co's Streetcars ....H/C 24.25, S/C 19.75
Conrail Gondolas 22.50
Contemporary Diesel Spotters Guide 18.00
Crooked & Weedy-Chesapeake & Western 34.00
Diesel Builders Vol 3 Baldwin Loco Works 54.00
Dining by Rail 31.50
Dixie Line 24.25
Erie Lackawanna - Death of a Railroad 40.00
Erie Memories (Crist) 36.00
Guide to North American Steam Locos ...22.50
Grain Cars 36.00
Great Northern Pictorial V1,V2,V3 or V4 ..45.00
Great Northern Equip. Color Pict.(FWW)V1 ..45.00
GN Color Guide to Freight & Pass Cars ...40.00
The Great Road - B&O 54.00
Heartland (McDonnell) 45.00
Illinois Central Story 43.50
Illinois Central Steam Finale (Stagner) 22.50
Illinois Central Streamliners 18.00
Illus. Encyc. RR Lighting V1 RR Lantern ..54.00
Impossible Challenge II 58.50
The Interstate RR - Appalachian Coal Rd ..36.00
ntermodal - The Whole Story 19.75
Intermodal Transport V1 .....13.50, V2 18.00
Jersey Central Lines Vol 2 .....40.00
Jersey Central Story 34.25
Living in the Depot 30.50
Logging As It Was 31.50

Union Pacific Type 4-12-2 Vol 2 (Kratville) - Obtain the same number for as your Vol 1. Reservations taken for books numbered 451 and higher with a $20.00 deposit. No deposit needed for random number. Offer ends Dec. 15, 1995.

Memories of N & W Power (Carleton) 31.50
Milwaukee Road Steam Power 51.25
Missouri-Kansas-Texas 40.00
Missouri Pacific Diesel Power 54.00
Modern Union Pacific Grain Hoppers 22.50
Narrow Gauge to No Man's Land 35.00
NEB&W Guide HO Stm Era Frt Cars (Revised) ..45.00
New York, Ontario & West. in Diesel Era ..27.00
Nickel Plate Story (Rehor) 67.50
1930 Loco Cyclopedia - Reprint 65.00
Norfolk Southern Freight Cars Today 27.00
Northern New England (Morning Sun) 40.00
Northern Pacific Pictorial (Shine) 45.00
NY Subways Car R1-R110 .....45.00
NYC Color Photo-Nowak V1 36.00,V2orV3 40.00
NYC Painting Guide 40.00
NYC Steam in Color 40.00

"WHATS NEW?"

Across the Columbia Plain H/C 31.50 .S/C 22.50
American Train Depots & Roundhouses ..27.00
BN / Santa Fe 1994 Annual 40.50
By the EL - Third Ave and its EL at Mid Century .35.00
Bermuda Railway 18.00
Canadian National Railways (Pass. Equip.) 54.00
Chasing Trains 49.50
Chesapeake & Ohio Cookbook 17.00
Chesapeake & Ohio in the Coal Fields 20.75
Classic Freight Cars Vol 8: 50 ft box cars 24.25
Coal on the Move (Virginia Ry) 12.50
Cross Country Electrics 22.50
Diesel Locomotives - The First 50 Years 25.25
Dressel Ry Lamp & Signal 1926 Catalog 19.75
Erie Lackawanna Color Guide to Frt & Pass Cars .40.00
Frisco in Color 40.00
Frisco Steam Finale - Stayner 13.50
Ghost Trains & Depots of Georgia 58.50
Hard Coal Carrier V2 Camelback Twilight ..18.00
The "L" (CERA-Chigago) 49.50
Last Steam RR in America (Link) 45.00
Logging in the Redwoods 22.50
Milwaukee Road in Color East End V1 ....40.00
Mr. Beck's Underground Map 22.00
The Mud Hens- Rio Grande Narrow Gauge .25.25
New Haven Color Guide to Frght & Pass Cars ..40.00
New Yorl Central in the Hudson Valley 17.00
New York Central's Great Steel Fleet (TLC) 20.75
New York Central System Diesel Locos ...27.00
Nickel Plate Color Photography 40.00
Norfolk Southern Diesel Locomotives (TLC) .18.00
Norfolk Southern Motive Power Review H/C .35.00
Norfolk Southern Motive Power Review S/C .27.00
Northern Pac. Color Guide to Frght & Pass Cars .40.00
Northern Pacific Color Pictorial(FWW)V2 .45.00
Northern Pacific Diesel Era 52.00
A Pennsy Diesel Power Review (Carleton) 40.50
The President Travels by Train 36.00
Pullman Standard Color Guide to Frt. Equip. ..40.00
PRR Triumph I - Altoona to Pitcarin 58.50
Rail Lines of Southern New England 20.95
Railroad - What it is, What it does 26.00
RR Atlas Arizona & New Mexico 21.00
Route of the Eagles - Missouri Pacific 40.50
Santa Fe RR Gateway to American West ..54.00
Santa Fe in the Mountains 17.00
Southern Pacific Coast Line (Signor) 58.50
St. Louis Union Station 16.25
Steam in the Redwoods 25.25
Subway Cars of the BMT (Greller) 31.50
Trail of the Blue Comet 63.00
Train Country 22.50
Three Generations West Saga of the Soo II ..40.50
Through the Heart of the South-Seaboard .36.00
Underground Architecture (London) 50.00
Union Pacific Salt Lake Route 54.00
Union Pacific Steam in Color 40.00
Western Maryland Guide to Frt & Pass Cars ..40.00

New York Railways - The Green Line 18.00
N&W Handbook 15.00
N&W and Virginian Rys in Color 29.00
Official Guide to Dining Car China S/C 36.00
Pennsy Steam A to T (Carleton) 33.25
Pennsy Steam–A 2nd Look(Carleton) 34.25
Pressurized Covered Hoppers 31.50
PRR Elmira Branch 27.00
PRR Diesel Loco Pictorial V1 Alco RS Series .13.50
Piggybacks & Containers 42.25
Pull. Std. Lib.V7,8,9,10,11,12,13,14,15or16 .ea. 36.00
Railborne Highway Trailers 18.00
Railroad Atlas of North America-
NE, CA&NV, CO&UT .....each 21.00
Railroad Postcards in the Age of Steam 27.00
Railroads of Vermont - A Pictorial 54.00
Reading Terminal & Market H/C 27.00 ..S/C 18.00
Red Electrics - SP Oregon Interurban 35.50
Richmond, Frdrcksbrg, & Potomac (Griffin) ..26.00
Rio Grande Steam Locomotives 37.75
Rock Island Color Pictorial 45.00

Rock Island in Color V1 or V2 .....ea. 40.00
The RGS Story V1, V2, V3 or V4 .....58.50
Santa Fe 1994 Annual 33.50
Santa Fe Color Guide to Freight & Pass Cars .40.00
Santa Fe in Color V 1,2, 3 or 4 .....40.00
Santa Fe Work Equipment 36.00
Santa Fe Refrigerator Cars 36.00
Santa Fe Steam - Last Decade (Stayner) ..17.00
Seaboard Coastline (TLC) 18.00
Southern Railroad Varnish 22.50
Southern Railway Depots V1 or V 2 ..ea. 18.00
SR&RL Passenger Cars 22.50
Steam Beneath the Red Star (Huxtable) ...54.00
Swayne Lumber Co. 35.50
Switchback to the Timber (Oregon Lumber) .22.50
20th Century Ltd. 1938-67 .....23.25
3 Axle Street Cars Vol 1 or Vol 2 .....29.75
Those Amazing Cab Forwards (Harlan) ...34.00
Trolley Cars 18.00
Two Feet to the Lakes (Jones) 44.50
U-Boat (McDonnell) 45.00
UP Freight Cars Today 22.50
Union Pacific Type (Kratville) 63.00
Uintah Railway 36.00
U.S. Military Railroads 26.00
Virginian Rails 1953-1993 .....43.25
Warbonnets (Pope) 45.00
Western Maryland in Color 40.00
West Virginia Logging Railroads 18.00
Westside Lumber Co. 54.00
Wilmington & Columbia Div. Reading RR .21.00
Wisconsin Rails Vol 1 S/C 27.00
Wisconsin Rails Vol 2 S/C 27.00 ....H/C 40.50

David Reeves Train Tracks CDs:

Vol 1 Way Out West (2 CDs) 24.00
Vol 2 Back East (2 CDs) 24.00
Vol 3 An Hour in the Tower (CD) 15.00
CD-Riding in an Open Vestibule 15.00
CD-From Safety Valves to Ribbon Rails ...15.00
Cassette-Western Railroad Songs (3 Hours) .18.00

RON'S VIDEOS - ALL VIDEOS ARE VHS ONLY!

Pentrex

Double Stacks over Tehachapi 16.00
Durango & Silverton 16.00
Into the Alleghany Range Vol 1 or 3 .....32.00
Into the Alleghany Range Vol 2 .....16.00
Pennsylvania Collection 32.00
Railfanning Southern California 32.00
Santa Fe's New Mexico Mainline V 1 or 2 .32.00
Santa Fe's Pasadena Subdivision 32.00
Steamtown's Grand Opening 16.00
Today's Steam Across America 16.00

Charles Smiley Presents

Cajon Pass Tour (UP & SP) 25.75
Chatsworth & Santa Susana Blocks (Amtrak) .22.00
Santa Fe Desert Tour-Needles Subdivision 25.75
Tehachapi, The Tour (SP & SF) 25.75

Allen Keller

Great Model Railroads Vol 1-21 .....ea. 35.00

RON'S COLLECTOR'S CORNER

Apex of the Atlantics 45.00
Articulated Locos of North America V1 & V2 110.00
Colorado Rail Annual #9 .....55.00
Colorado's Mountain Railroads 5 Vols ...125.00
Delaware & Hudson (Shaughnessy) 100.00
Diesel Years (Olmsted) 35.00
Great Northern Railway (Wood) 125.00
History of Lehigh Valley Transit Co. (Spiral) ..20.00
Maine Two Footers (Moody) 45.00
Narrow Gauge in the Rockies (Beebe) 50.00
New York Central Gone But Not Forgotten .65.00
Norfolk Southern (Prince) 255.00
Overland Limited (Beebe) 40.00
Rio Grande (Beebe) 45.00
Railroad Scene (Middleton) 25.00
Richmond - Washington Line (Prince) ...145.00
Time of the Trolley (Middleton) 50.00
Third Avenue Railway System (Seyfreid) .100.00
20th Century (Beebe) 50.00

Send $2.00 for latest list of books and videos. List no charge with purchase. All orders must be paid in U.S. funds. NY residents please add correct sales tax. Print your name, address and phone number. Credit card users add card number and expiration date. allow 4 weeks for delivery. For delivery outside of USA please add $4.00 per book or tape. Make checks payable to Ron's Books. Only inquiries which include a SASE will be answered. Prices subject to change.

WE BUY COLLECTIONS

RBH

Raritan Bay Hobbies
P.O. Box 4231
Metuchen, N.J. 08840
908-494-2932

*BLIZZARD OF SAVINGS!**

Morning Sun's *"Color Guide To Freight and Passenger Cars"* are sale priced at **$35.45 each.** Titles include **ATSF, CB&Q, CNJ/LV, EL, GN, NH, NYC, Northern New England, NP, P-S , RDG and UP**

Nickel Plate in Color Vol. 1 .....35.45
Virginia Rails.....35.45
*Sale ends promptly on January 6, 1996

BOOKS

Atlantic City Railroad	17.95
Baltimore's Light Rail	12.45
BN Diesel Locomotives	43.95
Burlington Color Pictorial	39 95
By Streamliners - N.Y. To Florida	31.95
C & O Dining Car Cookbook	14.95
C&O in the Coal Fields	17.95
C & O Streamliners - Second To None	23.95
C&S Color Pictorial Southern Division	39.95
Cabooses Of B & O	38.95
Centennial State Trolleys	19.95
Central Vermont - The South End	16.45
Chasing Trains	43.95
Classic Freight Cars Vol. 7 - 40' Box	19.95
Classic Fgt Cars V 8 - 50' Box (Due 12-95)	21.45
Confessions Of A Trolley Dodger	19.95
Contempo Diesel Spotters Guide-2nd Ed.	15.95
CRM #13 Florence & Cripple Creek	27.95
CTA At 45	35.95
Diesel Locomotives - First 50 Years	21.95
Dixie Line - NC & STL	21.45
Erie's USRA Heavy Pacifics	13.95
Frisco Steam Finale	11.95
GN Color Pictoral Vol. 1, 2, 3 or 4	39.95
Hard Coal Carriers - Vol. 1 Early Geeps	19.95
Hard Coal Carriers-2 Camelback Twilight	19.95
IC Streamliners '36-'46	15.95
Missouri Pacific Diesel Power	47.95
Missouri Pacific Northwest	25.45
N.P. Color Pictonal Vol. 2 (Due 11-95)	39.95
NYC Diesel Locomotives	23.95
NYC in The Hudson Valley	14.95
Next Stn Vol 13-Buffalo, Bradford, Dunkirk	15 95
Norfolk Southern 1995 Review	24.95
Northern Pacific Diesel Era 1945-1970	45.95
Not Only Passengers	27.95
P-S Library Vol. 16-CN, GM Demos, Army..	31.95
Pennsy Diesel Power Review	35.95
Richmond, Fredericksburg & Potomac	22.95
Rock Island Color Pictorial	39.95
Rock Island Diesel Locos	14.95
Route Of The Eagles - MP	35.95
RR Atlas 1, 2, 3 or 4	17.45
SP Freight Cars Today '94	11.95
SP Steam Switchers-Pacific Lines	13.95
Santa Fe in The Mountains	14.95
Steam Locos Of B & O	17.45
Steam Beneath The Red Star	39.95
Stories From The Two Ft. Gauge	15.95
Street Rys of Trenton	8.45
Street Rys of Harrisburg, PA	9.95
Texas Electric Railway	28.45
The Red Electrics	31.95
Through Heart of South-SAL	27.95
Triumph I (Due late 1995)	51.95
U Boats	39.95
Union Pacific Salt Lake Route	43.95
Union Pacific Modeler	15.95

We offer hundreds of current titles including publications from many historical societies. Many used and out of print books in stock.
Watch or write for details.

BACK ORDERS GLADLY ACCEPTED
NEW ITEMS SHIPPED AS AVAILABLE
TIMELY SERVICE
FAX YOUR ORDER VIA
OUR COMMON PHONE NUMBER

Master Card and VISA accepted. Shipping on U.S. orders add $3.00 for the first title, $1.00 for each additional title up to a maximum of $5.00 per shipment. Foreign orders welcome, postage at cost. NJ residents add 6% sales tax. FAX/Phone orders accepted with full credit card information. Send a large self addressed, stamped envelope for complete book listing.

WILLIAMSPORT, PENNSYLVANIA, December 10. Whistle Stop Train Meet at Raytowne Mall at Rose Street Station, 9am-3pm. Adults $2, under 12 free. Contact: Jim Stabley, 721 W. Third Street, Williamsport, PA 17701; 717/326-4280.

FRANKLIN SQUARE, NEW YORK, December 30. R.R. Lines Train Show at VFW Hall, 69 Lincoln Road, 9am-1pm. Admission $3, under 12 free with adult. Contact: Rae Romano, 237 RinTin Street, Franklin Square, NY 11010; 516/486-6658.

WINSLOW, NEW JERSEY, January 14. Great Winslow Junction Train and Railroadiana Meet at Winslow Fire Hall, Hall & Hay streets, 10am-3pm. Adults $3, under 12 free with adult. Contact: Bill Powell, 306 Broad Street, Williamstown, NJ 08094; 609/728-1327 until 9pm.

FALL RIVER, MASSACHUSETTS, January 14. Old Colony & Fall River Railroad Museum 9th Annual Railroad Show at BMC Durfee High School gymnasium, 360 Elsbree St., 10am-4pm, Adults $2.50, ages 5-12 $1, under 5 free with adult. Contact: Jay Chatterton, Old Colony & Fall River Railroad Museum, P.O. Box 3455, Fall River, MA 02722-3455; 508 [illegible]

RALEIGH, NORTH CAROLINA, January 20-21 [illegible] State Train Show at North Carolina State Fairgrounds, 1025 Blueridge Blvd., 9am-5pm Saturday, 10am-4:30 [illegible] Admission $4. Contact [illegible] Hobby Expo, 70[illegible]-6570.

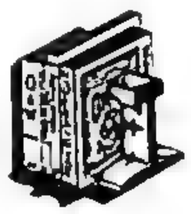
PLANO, TEXAS, January [illegible] Dallas Area Train Show at Plano Centre, 2000 E Spring Creek Pkwy., 10[illegible]pm. Admission $5, under 12 free. Contact Russ Covington, 5140 Rico Drive, The Colony, TX 75056; 214/625-4012 before midnight.

FOSTER CITY, CALIFORNIA, January 21 Golden Gate Lionel Railroad Club Train Sale & Show at Holiday Inn, 1221 Chess Drive, 10am-5pm. Adults $5, under 12 free, tables $25. Contact: Bill Stunz, 5549 Fernwood Drive, Newark, CA 94560; 510/794-0620 9am-9pm.

EASTLAKE, OHIO, January 28. Eastlake North High School Train Show at 34041 Steven Blvd., 9am-3pm. Adults $3, ages 6-12 $1. Contact: Bob Fneden, 9965 Chillicothe Road, Kirtland, OH 44094; 216/256-8141.

Railroadiana

BY BRUCE KELLY

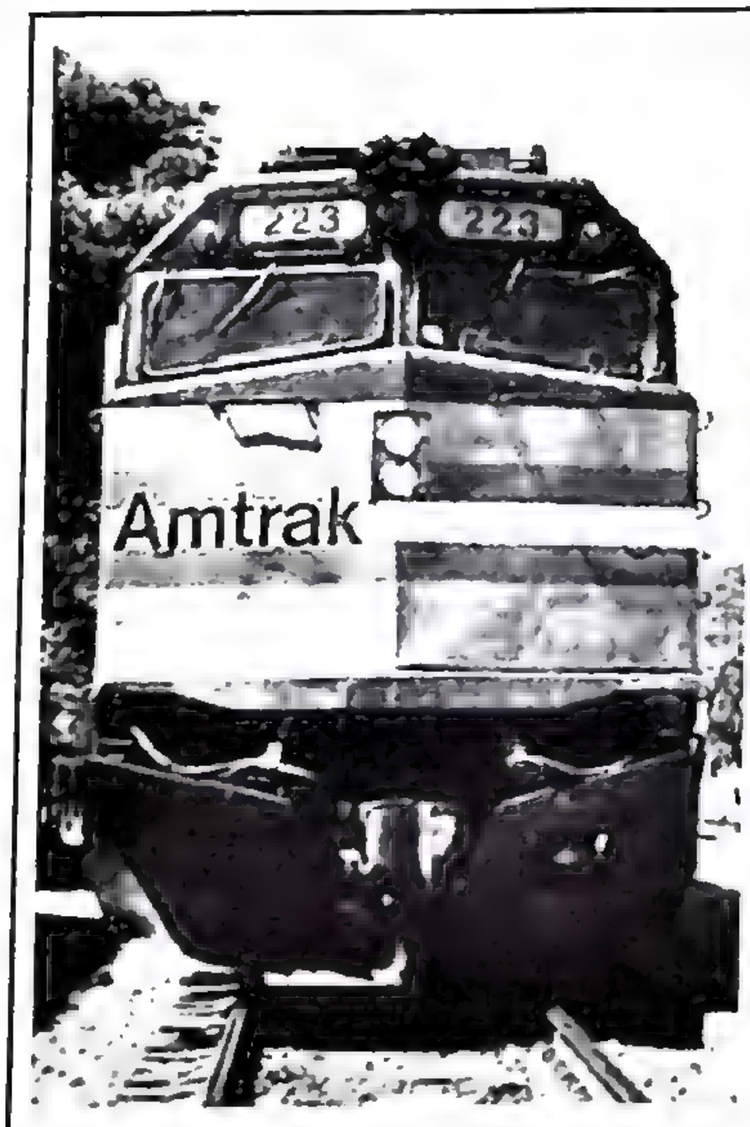


What's New?

NH Color Guide to Freight and Passenger Equipment by David Sweetland and Stephen Horsley is a 128-page 8½"×11" hardcover showcasing the rolling stock of the New Haven in color pictures from the collections of leading NH photographers as well as official NH photos from the files of the NH Railroad Historical & Technical Association. Five pages of introductory text explain the basics of New Haven's rolling stock, and full-page tables list the rebuilding and renumbering of steel underframe wood boxcars and summarize the rosters of NH steel freight cars in service between 1940 and 1970. There are separate chapters on boxcars, covered hoppers, gondolas, flatcars, varied styles of passenger cars and cabooses and even work equipment and hi-rail vehicles. Several of the older photos show slight discolorations, so these can't be relied on for exact representation of paint hues, but the majority of the book gives a good portrayal of NH equipment paint schemes and color patterns. It sells for $49.95 plus $3.50 for UPS shipping ($5.00 shipping for foreign orders; N.J. res. add $2.40 tax) from Morning Sun Books, 11 Sussex Court, Edison, NJ 08820.

Colorful Postcards

Mary Jayne's Railroad Specialties has released a new set of 33 full-color railroad postcards. Measuring 3½"×5½", they include several subjects from years ago such as a CNJ 2-8-2 helper, an LV 4-6-2 and 2-8-0, CN F-units on the *Super Continental* and SP 4-8-4 4449 in red, white and blue for the *American Freedom Train*. Most of the imagery, though, is contemporary diesel stuff like an Amtrak Dash 8-32BWH, UP's United Way SD40-2, BN's executive F's and an SD70MAC, RJ Corman FP7s, the 1994 triple crossing shot at Richmond with CSX and NS units, CP coal cresting Kicking Horse Pass, Southern-liveried GP59 4610, EMD and GE power in the Santa Fe's Super



AMTRAK'S CRUSH ON SANTA BARBARA

Join Icon Video Productions as we take you on location to Santa Barbara, on August 8, 1995. Using two cameras we capture the excitement as three Amtrak trainsets and one Southern Pacific freight converge on two tracks. We recorded a hair raising pursuit as Amtrak's Coast Starlight is followed by a San Diegan 200 feet behind, moving the same direction, on the same track and both traveling at 25 MPH. Train movements are displayed with the aid of animated maps and dubbed in radio communications between the dispatchers and train crews.

$9.95

INTRODUCTORY OFFER
Color 40 minutes VHS Hi-FI

Visa, Mastercard, Checks accepted
Add $3.00 S&H for the 1st tape, $1.00 each additional
California residents add 7.25% tax.

ICON VIDEO • P.O. BOX 3873-R • THOUSAND OAKS, CA 91359

RAILROAD VIDEO PRODUCTIONS

1-800-258-4546
TOLL FREE ORDER LINE

281 WILLOW DELL LA.
LEOLA, PA 17540

717-656-8733
INFORMATION LINE

VIDEOS SHOT FROM THE ENGINE CAB
ALL ARE COLOR AND SOUND

South Amboy to N Y City (GG-1) 1 hr..... Tape No. 7
Bay Head Jct. to Matawan, N.J. (FP-40) 1 hr..... 11
Phila.,PA to N.Y. City (AEM-7) 1 hr.30 min..... 14
N.H. Conn. to Springfield, MA (CF-7) 1 hr.30 min..... 10B
N.Y. City to New Haven, CT (AEM-7) 1 hr.45 min..... 15
Wash.,D.C. to Phila.(AEM-7) 1 hr.45 min..... 13
Harrisburg to Philadelphia (FP-40) 1 hr.45 min..... 6
Philadelphia to Harrisburg (FP-40) 1 hr.45 min..... 4A
Harrisburg to Huntingdon (FP-40) 1 hr.55 min..... 4B
Huntingdon to Johnstown (FP-40) 1 hr.50 min..... 4C
Johnstown to Pittsburgh (FP-40) 1 hr.45 min..... 4D
New Haven, CT to Prov., RI (FP-40) 1 hr.50 min..... 9A
Providence, RI to Boston, MA (FP-40) 1 hr..... 9B
Denver to Grand Jct.,CO (FP-40) Part 1.....1 hr.40 min. 17A
Part 2.....1 hr.40 min..... 17B
Part 3.....1 hr.40 min..... 17C
Part 4.....1 hr.40 min..... 17D
Sparks, NV to Oakland, CA (FP-40) Part 1.....1 hr. 40 min..... 18A
Part 2.....1 hr. 40 min..... 18B
Part 3.....1 hr. 40 Min..... 18C
Part 4.....1 hr. 40 min..... 18D
White Fish to Havre, MT. (FP-40) Part 1.....1 hr. 55 min.... 19A
Part 2.....1 hr.55 min..... 19B
Chicago to Valparaiso, IN (FP-40) 1hr.25 min..... 20A
Ft. Wayne to Valparaiso, IN (FP-40) 1 hr.55 min..... 20B
Chicago to Michigan City (FP-40) 1 hr..... 21-4
Mich.City to Kalamazoo, MI (FP-40) 1 hr.15 min..... 21-5
Toledo to Detroit (FP-40) 1hr.50 min..... 21A
Detroit to Jackson (FP-40) 1 hr.35 min..... 21B
Jackson to Kalamazoo (FP-40) 1hr.30 min..... 21C
Albany to Croton-Harmon (FP-40) 1hr.50 min..... 22A
Croton-Harmon to Grand Cent. Term.(FL-9) 1 hr..... 22B
Albany to Pittsfield, MA (FP-40) 1 hr.15 min..... 23A
Pittsfield to Springfield, MA (FP-40) 1 hr.20 min..... 23B
Springfield to Worcester, MA (FP-40) 1hr.15 min..... 23C
Worcester to Boston, MA (FP-40) 1 hr.20 min..... 23D
North Sta. to Fitchburg, MA(RDC) 1 hr.25 min..... 37
Rockport, MA - North Sta.(Push-Pull)1 hr. 20 min..... 38
Attleboro-So.Sta & Lowell-No.Sta. 1 hr.20 min..... 39
Ipswich-No.Sta. & Stoughton-So.Sta 1 hr.46 min..... 40
No.Sta-Haverhill &Framingham-So.Sta 1 hr 43 min..... 41
Franklin to So.Sta.+Highlights of MBTA Lines 1 hr..... 36
Enola, PA to Shocks Mills Bridge(SD-40) 1 hr..... 24A
Shocks Mills Br. to Holtwood (SD-40) 1 hr..... 24B
Holtwood to Port Deposit (SD-40) 1 hr..... 24C
Port Deposit to Amtrak "OAK" (SD-40) 1 hr..... 24D
Pittsburgh to Suterville, PA (FP-40) 1 hr..... 20-3
Suterville to Indian Creek (FP-40) 1 hr..... 20-4
Indian Creek to Rockwood (FP-40) 1 hr..... 20-5
Rockwood to Hyndman (FP-40) 1 hr..... 20-6
Hyndman to Stuart Tunnel (FP-40) 1 hr..... 20-7
Stuart Tunnel to Martinsborg (FP-40) 1 hr..... 20-8
Martinsburg to Dickerson (FP-40) 1 hr..... 20-9
Dickerson to Washington, D.C. (FP-40) 1 hr..... 20-10
Chicago to Miller, IN (South Shore MU) 1 hr..... 25A
Miller to Michigan City (South Shore MU) 1 hr..... 25B
Michigan City to South Bend (South Shore MU) 1 hr..... 25C
Raritan to Newark, N.J. (Push-Pull) 1 hr..... 12
Atlanta to Temple (FP-40) 1 hr..... 30-1
Temple to Iron City (FP-40) 1 hr..... 30-2
Iron City to Pell City (FP-40) 1 hr..... 30-3
Pell City to Fairfield (FP-40) 1 hr..... 30-4
Fairfield to Hull (FP-40) 1 hr..... 30-5
Hull to Meridian (FP-40) 1 hr..... 30-6
Chicago Union Station to Aurora (E-9) 1 hr 42 min..... 72
Richmond to Alexandria, VA- R.F.& P.(GP-40) Part 1..... 48-1
Part 2..... 48-2
Part 3..... 48-3
Part 4..... 48-4
Atlantic City to Atco, N.J.(GP-40PH-2) 1 hr..... 53A
Atco, N.J. to 30th Street Sta. Phila. (GP-40PH-2) 1 hr..... 53B
Lindenwold, N.J. to Philadelphia (PATCO) 1 hr..... 77
Hoboken to Montclair, N.J.(MU)+Hoboken Festival 1 hr..... 67
Hoboken to Gladstone, N.J. (MU) 1 hr 30 min..... 58
Hoboken to Dover, N.J. (MU) 1 hr 30 min..... 59
Hoboken to Suffern, N.Y.(Bergen County Line) 1 hr..... 60
Hoboken to Suffern, N.Y. (Erie Main Line) 1 hr..... 61
Hoboken to Spring Valley, N.Y. (U-34CH) 1 hr..... 62
Suffern to Campbell Hall, N.Y. (RDC) 1 hr..... 63A
Campbell Hall to Port Jervis, N.Y. (RDC) 1 hr..... 63B
Hoboken to Netcong, N.J.(Boonton Line) 1 hr 30 min..... 68
Wayne Jct (Phila) to W.Trenton, N.J. (MU) 1 hr..... 74
30th Street Sta.,Phila to Norristown, PA (MU) 1 hr..... 75
Elwyn to Wayne Jct, PA (Media Line)(MU) 1 hr..... 73
69th Street (Phila) to Norristown, PA (Bullet car) 1 hr..... 45
Media, Sharon Hill Lines to 69th St. (Kawasaki Car) 1 hr..... 50
Groton, CT to Gardner, MA. Part 1 One Hour..... 81-1
Part 2 One Hour..... 81-2
Part 3 One Hour..... 81-3
Part 4 One Hour..... 81-4
Providence, RI to Worcester, MA (GE B-23-7) 1 hr 35 min..... 82
Jamaica to Speonk,NY (GP-38-2) 1 hr 20 min..... 85
Babylon to Patchogue & return (FA & GP-38-2) 1 hr 12 min..... 86
Pt. Jefferson to Huntington & Jamaica to L.I. City 1 hr 6 min... 89
Long Beach to Los Angeles, CA 1 hr. 13 min..... 91
Green Port to Ronkonkoma, NY 1 hr. 15 min..... 102
Ronkonkoma to Jamaica, NY 1 hr. 10 min..... 103
Jamaica to Speonk, NY(Via Main Line) 1 hour 20 min..... 104
Speonk to Montauk,NY (GP-38-2) 1 hour..... 105
Anchorage to Wasilla, Alaska Part 1.....1 hr.30 min..... 95-1
Meadows Yard to Dover, NJ (Boonton Line) 1hr.30 min..... 94

TRACKSIDE ACTION VIDEOS
All One Hour - Color - Sound

"P.R.R. E-8 Diesels in Action" 22
"P.R.R. Double Headed Steam" 16
"P.R.R. Main Line Steam" 16-B
"Strasburg Steam" 8
"Amtrak's N.E. Corridor Part 1" 2-1
"Amtrak's N.E. Corridor Part 2" 2-2
"Amtrak's N.E. Corridor Part 3" 2-3
"Amtrak's N.E. Corridor Part 4" 2-4
"Amtrak's Harrisburg Line" 45
"B.N. E-8 Diesels in Action" 35
"Tracking The Big Apple" 44
"The Hudson River Lines" 49A
"Conrail's Reading Rails Part 1 92
"Conrail's Reading Rails Part 2 93
"Conrail Fast Freights - Middle Division" 51
"Conrail Fast Freights - River Line" 52
"Conrail Fast Freights - Juniata Rails" 56
"Conrail Fast Freights - Lebanon Valley Line" 78
"Railroading in Canada" 31
"Long Island Rail Road Hot Spots" 101
"Long Island Rail Road 150th Anniversary Special" 99
"Railroading in Nebraska" 96
"Whippany, N.J. Rail Festival 94" 97

TRACTION VIDEOS

"Trolleys of Philadelphia" 1 hr. Color-Sound 54
"Trolleys of Pittsburgh" 1 hr. Color-Background Music 55
"Trolleys of Boston" 1 hr. Color-Background Music 65
"Trolleys of Pennsylvania" 1 hr. Color-B&W- Music 43
"Philadelphia Trans. Co. 1930-66" 1 hr.B&W-Color-music 67
"Traction Action" Features trackside action of over 30 U.S. trolley lines, 1930 to 1950. 1 hr Color-B&W-Music 47

VINTAGE TRACKSIDE ACTION

"P.R.R. Power" Color-Sound 1 hr 2
"P.R.R. Power Volume 2" Color-B&W-Sound 1 hr 34
"P.R.R. Power Volume 3" Color-B&W-Sound 1 hr 64
"P.R.R. Power Volume 4" Color-B&W-Sound 1 hr 90
"P.R.R. GG-1 Volume 2" Color-Sound 1 hr 26
"A Look Back In Time" P.R.R., Reading & P.R.S.L. 29
"The End of an Era" Vintage Erie, LV, CNJ, Reading, Lackawanna, D&H, & Rahway Valley operating in northern N.J. in the 1940s & 1950s. 1 hr. B&W-Sound 1
"Memories of the B&O" Color-B&W-Sound 1 hr 42

CLASSIC RAILROAD ARCHIVES SERIES

N.Y.Central-Reading Co. Vintage Movies
"Within The Oval", "The Steam Engine", "Safety At The Crossroads" Color-B&W-Sound-1 Hour 8

P.R.R. Vintage Movies
"What in Blazes", "Clear Track Ahead", "GG-1 Head-End Highlights" Color-B&W-Sound-1 Hour 28

Classic Railroad Archives Volume 1
"Progress On The Rails", "Fast Freight", "Coast To Coast In 48 Hours" Color-B&W-Sound- 1 Hour 33

Classic Railroad Archives Volume 2 "Something For Everyone", "Big Trains Rolling", "225,000 Mile Proving Ground" Color-Sound-1 Hr 33-B

Classic Railroad Archives Volume 3 "Thundering Rails", "Operation Reading", "Flight Of The Century" Black & White-Sound 1 Hr 33-C

Classic Railroad Archives Volume 4 "Big Trains Rolling (1946)", "End Of An Era", "Icabod, the Man Without A Head" Color-Sound-1 Hr 33-D

Classic Railroad Archives Volume 5 "On The Track", "Milestones Of Progress", "Tomorrow's Railroads", "Easy Does It" Color-B&W-Sound- 1 Hour 33-E

Classic Railroad Archives Volume 6 "The Nickel Plate Story", "Main Line U.S.A.", "The Big Train" Color-Sound- 1 Hour 33-F

Classic Railroad Archives Volume 7 "Railroads And National Defense", "New York Calling", "Rails, Wheels & Axels", "Tomorrows Railroads" Color-B&W-Sound- 1 Hour 33-G

"American Flyer Boys Railroad Club" Vintage model R.R. and real R.R. footage. B&W-Sound 1 hr.20 min 88

HOLLYWOOD'S RAILROAD TREASURES
HOLLYWOOD PRODUCED B&W FEATURE MOVIES

The Broadway Limited 1941 B&W-Sound-70 Min 56
Paradise Express 1936 B&W-Sound-54 Min 57
Phantom Express 1932 B&W-Sound-55 Min 69
Danger Lights 1930 B&W-Sound-1 Hr 70
Westbound Limited 1937 B&W-Sound-67 Min 71
The Silver Streak 1934 B&W-Sound 73 Min 78
Night Freight 1954 B&W-Sound 80 Min 79
Streamline Express 1935 B&W-Sound-70 Min 80
Union Depot 1931 B&W-Sound-70 Min 83
Lost Express 1926 B&W-Silent -50 Min 84
The Railroad Men 1923 B&W-Silent-51 Min 100

Tape No.

TRAIN WATCHERS DIARY SERIES
ALL ARE TRACKSIDE ACTION-1 HOUR-COLOR-SOUND

Volume 1 - , R.F.& P., Conrail, CSX, N.Y.S.& W., Amtrak, N.J. Transit, Blue Mountain & Reading, Reading Co., C.N.J.,Metro-North, Albany Cent., Valley Railroad 301
Volume 2 - N.J. Transit Commuter Trains on Conrail's "Southern Tier" Between Port Jarvis & Suffern, NY 302
Volume 3 - Non-stop Conrail freight action on the Middle Division between Lilly and Enola, PA 303
Volume 4 - Non-stop Union Pacific freight action at many locations throughout Wyoming 304
Volume 5 - Union Pacific "Challenger 3985" and diesel freight action at locations in Utah and Wyoming 305
Volume 6 - More Union Pacific "Challenger 3985" and D&RGW, SP & UP freight action in Utah & Wyoming 306
Volume 7 - N&W "J" 611 during the Roanoke R.R. Expo Oct.10 & 11, 1992 plus NS freights in VA & WV 307
Volume 8 - Conrail freights and Amtrak Passenger trains in the Syracuse, NY area 308
Volume 9 - Conrail freights and Amtrak (inc. Turbo-Train) in New York's Mohawk Valley area 309
Volume 10 - Santa Fe freights and Amtrak passenger trains at many scenic locations in Arizona 310
Volume 11 - Santa Fe, Union Pacific and Amtrak trains at many scenic locations in California's Mojave Desert area 311
Volume 12 - Long Island Railroad diesel and electric commuter trains at many locations on Long Island, NY 312
Volume 13 - CSX freights and Amtrak passenger trains at many locations from Virginia to Florida 313
Volume 14 - CSX action at Cumberland, MD and Glencoe, PA 314
Volume 15 - BN, Soo Line, CNW, NS, Amtrak & ICG in Illinois and Wisconsin 315

NEW RELEASES

THE LONG ISLAND RAIL ROAD "HEAD-END" Speonk to Montauk (GP-38). 1 hr 16 min. Color-Sound 105
THE LONG ISLAND RAIL ROAD "HEAD-END" Jamaica to Oyster Bay (GP-38). 1 Hour Color-Sound 111
THE LONG ISLAND RAIL ROAD "HEAD-END" West Side Yard (FL-9) to Cold Spring Harbor 1 hr. Color-Sound 112
THE LONG ISLAND RAIL ROAD "HEAD-END" Cold Spring Harbor to Port Jefferson (FL-9). 1 hr. Color-Sound 113
THE ALASKA RAILROAD "HEAD-END" Wasilla to Sunshine siding (GP-38). 1 hr 30 min. Color-Sound 95-2
THE ALASKA RAILROAD "HEAD-END" Sunshine Siding to Canyon Siding (GP-38). 1 hr 30 min. Color-Sound 95-3
THE ALASKAN RAILROAD "HEAD-END" Canyon Siding to Broad pass siding (GP-38). 1 hr 30 min. Color-Sound 95-4
RAILROADING IN STRASBURG PENNSYLVANIA Trackside action. 1 Hour Color-Sound 108
NORFOLK SOUTHERN IN VIRGINIA Trackside freight action in VA & WVA. 1 Hour Color-Sound 109
BOSTON TRACTION Trackside action on the MTA 1956 to 1974. 1 Hour Color-Music 110
PITTSBURGH TRACTION Trackside PCC action from 1961 to 1971. 1 Hour Color-Music 114
TROLLEY TREASURES Trackside action at Baltimore, New Orleans, San Francisco and more. 1 hr Color-Music 107
TROLLEYS OF SOUTHEASTERN PENNSYLVANIA Suburban lines in the 50's & 60's. 1 hr Color-Music 106
Classic Railroad Archives Volume 8 "A Great Railroad at Work","Transportation U.S.A.", "Movie Theater News Reels." B&W-Sound 1 Hour 33-H

ALL TAPES ARE PRICED

$21.95 EACH

NO SHIPPING OR HANDLING CHARGES

(NEXT DAY, 2nd DAY AIR SERVICE & C.O.D EXTRA)

CALL OR WRITE FOR A COPY OF OUR CATALOG LISTING OVER 200 RAILROAD AND TRACTION VIDEOS.

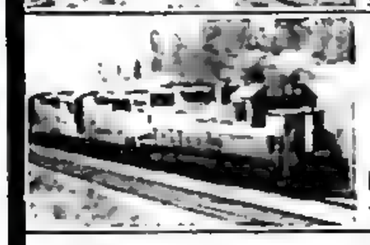
PENNSYLVANIA RESIDENTS PLEASE ADD 6% PA SALES TAX (7% PHILADELPHIA)

VISA, MASTER CARD & DISCOVER CARDS ACCEPTED

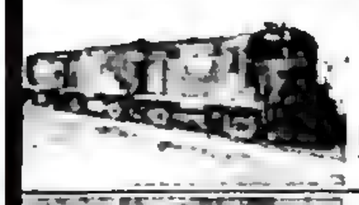
WINTER VIDEO SALE
PRICES GOOD THRU 1/31/96

MISSABE RAILS
Duluth Missabe & Iron Range RR
Reg. 47.95 120 Min **$39.95**

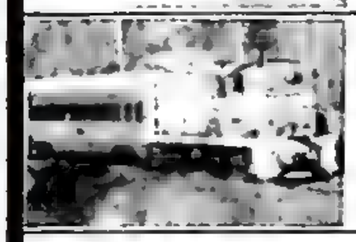
LTV STEEL ORE LINES
LTV/Erie Mining RR
F9's • Alcos • Baldwins
Reg 38.95 90 Min **$32.95**



TACONITE TRAINS OF MINNESOTA
Iron Ore Roads:
DMIR • CYPRUS • BN • LTV
Reg 47.95 120 Min **$40.95**



ALCOS ON THE GREEN BAY&WESTERN
Look at the GBW Plus Connecting RR's
Reg 38.95 100 Min **$32.95**



NICOLET BADGER NORTHERN
Vintage Diesels Carrying Tourists & Timber in WI
Reg 33.95 60 Min **$28.95**

FOX RIVER VALLEY RR
Vintage Locos Working Mills and Cities of SE WI
Reg 38.95 100 Min **$32.95**

TWIN CITIES HOT SPOTS
The Railroads of Minneapolis & St. Paul
Reg 47.95 127 Min **$40.95**

ALCOS IN THE CORNBELT
Featuring: Indiana Hi-Rail, Kankakee, Beaverville & So.
Reg 38.95 100 Min **$32.95**

THE TRAINS OF ALGOMA COUNTRY
Algoma Central RR & the RR's of Sault Ste. Marie
Reg 38.95 98 Min **$32.95**

CNW's IRON ORE ROUTE
Chicago&North Western's Upper Michigan Ore Operations
Reg 38.95 96 Min **$32.95**

DM&E
A look at the Dakota Minnesota & Eastern RR
Reg. 38.95 101 Min **$33.95**

DWP
A look at the Duluth Winnipeg & Pacific RR
Reg. 38.95 100 Min **$34.95**

C&NW IN NORTH-WEST WISCONSIN
A regional look at the C&NW
Reg. 42.95 120 Min **$43.95**

Wisconsin Residents Add 5% Sales Tax
Shipping: USA $4.00/Canada $5.00/ $1.00 ea Add

PLETS EXPRESS
PO Box 217 . Altoona, WI 54720 . 715/833-8899

Fleet scheme, C&NW Dash 9-44CWs and Amtrak AMD-103s.

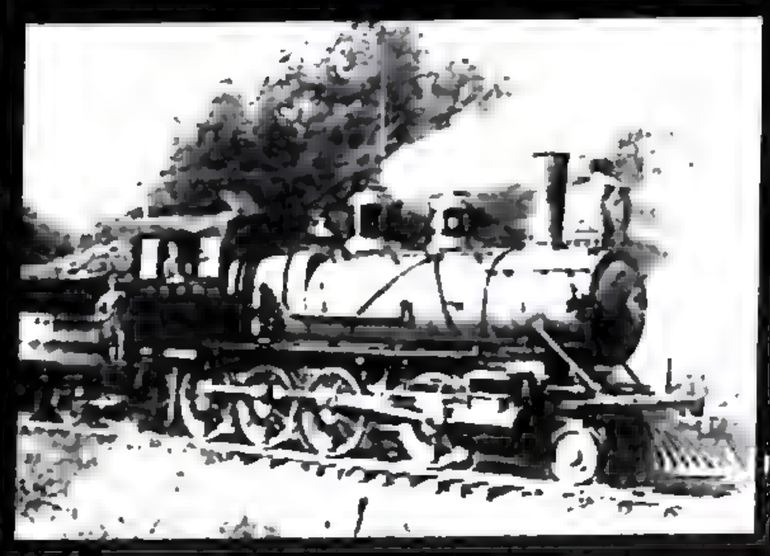
The color reproduction overall is quite good and is protected by a gloss finish. On the back side of each card there's a brief caption and enough room for the typical postcard message. The entire 33-card set sells for $6.50 postpaid from Mary Jayne's Railroad Specialties, 1905 Dressler Drive, Covington, VA 24426-9805.

Color Christmas Cards

Select Image Photography is offering six different railroad Christmas cards illustrated with winter scenes from Colorado. They measure 5"×7" and fold open to reveal your choice of a blank note space, printed holiday greeting or a custom printed greeting. The selection of color pictures includes Galloping Goose No.2 and two different views of D&RGW 2-8-0 346 at the Colorado Railroad Museum, Durango & Silverton 2-8-2 478, F-units taking the Rio Grande *Ski Train* up the Front Range and more. The cards, complete with envelopes, sell for $1.00 each, or 80 each when ordering 25 or more, from Select Image Photography, P.O. Box 620579, Littleton, CO 80162-0579; VISA and MasterCard orders to 303/978-0454.

Calendar Call

Cedco Publishing's extensive line of 12"×24" railroad calendars introduces a new title each year. The latest newcomer is the **Images of Railroading 1996 Calendar** which showcases the artistry of Ted Rose, whose highly acclaimed paintings combine true-to-life proportions and details with the sometimes soft, surreal touch of watercolor. January kicks off with an Illinois Terminal interurban racing a 1937 Ford across rain-soaked Illinois prairie, followed by a GN 4-8-2, a T&P 2-10-4, a B&M 4-6-2, SP *Daylight* 4-8-4 4449, a pair of 2-10-2 pushers boosting B&O tonnage to Sand Patch, warbonnet A-B-B-B Fs passing sandstone cliffs in New Mexico and more. Also illustrated by masterful paintings is the **1996 Howard Fogg's Trains** calendar from Cedco with its color reproductions of such Fogg works as an NP 4-8-4 on Bozeman Pass, SP and Rio Grande Tunnel 3 locos on Donner, CP Selkirk and 2-10-4 pusher battling Stormy Horse Pass, an NYC 4-6-4 along the Hudson, a Rio Grande 2-8-8-2 coiling its locomotives through Glenwood Canyon, a BN F and two SD45s on Marias Pass and some more of a different sort as presented in Howard Steinheimer's **Magnificent Trains 1996 Calendar**, which is filled with "Stein's" black and white interpretations of double-headed D&RGW narrow gauge Mikados, a spreader and rotary clearing Donner Pass, Magma Arizona 2-6-0 No.6, a Dutch door view of the Royal Gorge, Fs and steam serviced side-by-side at San Bernardino, a Pennsy GG1 at Enola, SP's *Coast Mail* tackling Casmalia Hill behind a 4-8-4 and more. Cedco's flagship product, **Those Magnificent Trains 1996 Calendar**, has a wide range of color subjects including a Bombardier LRC in Amtrak test livery, a Rio Grande 4-8-4, CP Rail SD40-2s on Stoney Creek Bridge, UP's E9s at Keddie Wye, SP narrow gauge 4-6-0 No.9 and warbonnet PAs at Blue Cut. Other, more specialized calendars from Cedco are the **Pennsylvania Railroad 1996 Calendar** with excellent color photography of FA's at Enola, a 4-4-2 at Trenton, E8s in Altoona, GP30s with autoracks full of new 1967 Fords and more; the **Colorado Narrow Gauge 1996 Calendar**, done with the Colorado Railroad Museum, has remarkable pre-1970s color shots like Ten Wheeler No.20 powering a RGS excursion in 1947, D&RGW 2-8-0 271 at the Durango coaling tower, a doubleheaded mixed at Silverton. If you're short on wall space, Cedco's **Those Magnificent Trains 1996 Datebook** packs 36 color pictures into a 5"×7" ring-bound week-by-week booklet. There are trains new and old such as BN E9 9900, Super Cabs on Conrail and Santa Fe, Milwaukee Road Little Joes, BCR M630s, a UP Challenger on Archer Hill in 1957 and much more. Cedco's calendars and datebook sell for $12.00 each, or two for $10.00 each, or three or more for $9.00 each. Buy five



CASEY JONES...
(In Story and Song)

Hear the TRUE STORY of Casey Jones... from his early childhood to his famous last ride.

Hear SIM WEBB (Casey's Actual Fireman) recount his action packed, emotional **eyewitness** account of Casey's historic wreck!!!

Plus, hear live steam engine sounds and an authentic 6 chimed "Whip-o-will" steam whistle (Casey's trademark sound) made by Charlie Jones, Casey's son

You'll also hear "The Ballad of Casey" performed by country star Jim Glaser, along with the exciting story of the train and the entertainment business.

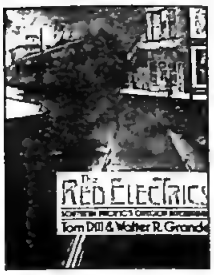
★ ★ ★ $5.95 ★ ★ ★
(plus $2.00 S&H)

Great American Train Songs Volumes 1, 2 & 3 Available - Call for Special Info

Roundhouse Records, Inc.
P.O. Box 210314, Nashville, TN 37221-0314
1-800-242-1171

ad get the sixth one *free*. Add $3.00 shipping for the first item, $1.00 for each additional item ($10.00 maximum). Outside the U.S. and Canada add another $10.00 shipping (Cal. res. add 7.25% tax) from Cedco Publishing, 2955 Kerner Boulevard, Dept. 500, San Rafael, CA 94901; or order with VISA or MasterCard at 800/233-2624.

Book Reviews



The Red Electrics — Southern Pacific's Oregon Interurban by Tom Dill and Walter R. Grande, published by Pacific Fast Mail, P.O. Box 57, Edmonds, WA 98020; 135 8½"×11" pages, hardcover, $39.50.

Southern Pacific's incursion into the Oregon electric interurban scene is the story behind this very well researched volume covering in great detail the Portland, Eugene & Eastern Railway, whose cars became known as the Red Electrics. In 1912, it was the SP's intention to establish a modern electric railway system in the Willamette River Valley with two routes running south from the city of Portland. This was a very attractive area with enormous potential for future development, both industrial and residential.

Though well established in the entire Northwest area, the SP desired to modernize its operation of steam, passenger and suburban services. New, modern electric passenger equipment was acquired and put into operation on what became known as the East Side and West Side lines starting in 1914. There was great potential here in the eyes of the SP's planners; even the freight operation was to be upgraded, with new electric motive power.

The first few years saw the growth of new and additional traffic, particularly with regard to their suburban passenger opera-

A TREASURED KEEPSAKE of all the activities of the opening ceremonies of this historic site. The coverage includes:

- Ribbon-cutting ceremony featuring the parade of steam locomotives and other Grand Opening day festivities
- The best runbys *of all four days* of the Grand Opening including the NRHS Special running downgrade with three vintage Alco diesels and uphill with the Milwaukee Road No. 261
- Seven steam locomotives under steam at the nation's premiere vintage railroad complex
- Triple-headed steam running in the final hours of the last day of the Grand Opening

GOODHEART Productions

$29.95 Each
plus $3.00 P&H for 1st tape and $1.00 each additional tape
Illinois residents add 8.75% sales tax.
Canadian orders add $1.00 extra for postage.

WRITE FOR FREE CATALOG
Order Phone
1-800-482-1522
MasterCard VISA
Available in fine hobby stores

GOODHEART PRODUCTIONS ♥ P.O. Box 47131-R ♥ Chicago, IL 60647

5 Great Color Calendars for 1996

$11.95 Single Copy Price

Shipping and Handling: U.S. Customers $3.50 per order
Canadian and foreign: $3.50 for first calendar; $1.50 for each additional

Special Offer: order additional calendars and save!
Buy two for $21.95; three for $31.95; four or more $10.60 each
Note: Offer valid for any mix of calendars only if ordered at one time and shipped to a single address

Each calendar opens to 14 x 22 inches and features 14 color photos

U.S. and Canadian Credit Card Holders Order Toll Free
1-800-344-1106
• MasterCard • Visa • Discover • American Express

Colorado residents add 7 1/2% tax

Order now from:
McMILLAN PUBLICATIONS, INC.
9968 West 70th Place
Arvada, Colorado 80004

MARINE HISTORICAL SOCIETY OF DETROIT

Annual Membership Includes:
Great Lakes Ships 1996 Color Calendar
Our Unique Creation
13 Color Photos of Great Lakes Ships
Monthly Pictorial Publication
The Detroit Marine Historian
Great Lakes History, Current Events
Annual Dues (U.S./Canada) $25.00
Elsewhere $40.00
REMIT (U.S. Funds)
M.H.S.D. - Dept. R
606 Laurel Ave.
Port Clinton, OH 43452

SCHRADER'S 1996 Railroad Gift Catalog

Now available, Schrader's *"Newest"* Railroad Gift Catalog. You are sure to find enjoyment while you browse through the 88 pages, all in color, featuring over 800 top quality items. Designed for you, the collector, modeler, and hobbiest. Our unique items are perfect for your home, office, or business.

Please send $1.00 for a catalog to:

Schrader Enterprises, Inc.
230 South Abbe Rd. Dept. RR
Fairview, Michigan 48621

CAMAS PRAIRIE *"RAILROAD VIDEO"*

Imagine what it's like to be riding on Idaho's Camas Prairie and have the earth fall away nearly 300 feet below... for some 1523 feet... or to ride over "Half-moon Bridge," where over 1 million board feet of timber loft you and the train 141 feet into the sky! Now you can!

This professionally produced video will take you where few rail fans have been before! You'll visit one of the premiere rail lines in the country for over half an hour of fascinating history and excitement.

"Shortline On Stilts" will take you to 1909 when Northern Pacific and Union Pacific signed a 999 year agreement of joint ownership of the Camas Prairie Railroad... over some of the 123 bridges this railroad is famous for... and through the "Loop" where you'll burrow through Horseshoe Tunnel with its 883 ft. of curved track.

The Perfect Christmas Gift!

Only $24.95 + S & H Idaho Residents Please Add 5% State Sales Tax

Please Allow 2 Weeks for Delivery

Credit Card Orders Call Toll Free!
1-800-233-6010
VISA • MASTERCARD

Or Send Check Or Money Order To:
Soyk Television Productions
C/O RR On Stilts
525 Main St.
Lewiston, ID 83501
(Allow 4-6 Weeks Delivery)

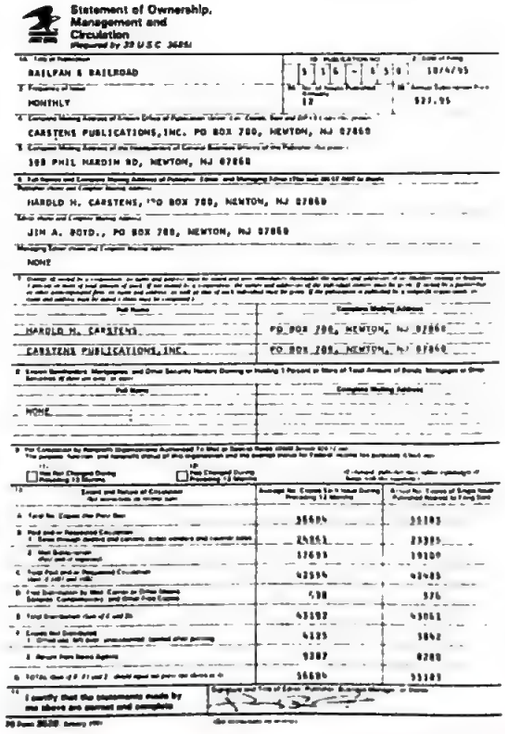
Name: _____
Address: _____
City: _____
State: _____

tion. The potentia[l] [...]e. What was realized by the pla[y]i[n]g as the enormo[us] expansion of automo[bile] traffic facilit[ies] by the early and ra[pid] development of [a] greatly improved hard-surfaced highway sy[stem] in the state, largely made possible by Oregon's early automobile fuel revenue. Within ten years, practical ownership of motor cars by area residents of even modest means had grown to cause necessary service reductions by the railroad. By September 1930, most of the railway's passenger traffic had declined sufficiently to convince SP management to further curtail the operation. This once-promising traffic would no longer sustain the operational costs involved, with no hope for the future. This most interesting operation failed so early that it remains today little-known by many traction fans.

The authors have gone to extensive lengths to present this fascinating history in great detail, uncovering and assembling about 190 black and white photographs, accompanied by detailed and creditable information in the captions throughout the book. In fact, the very impressive presentation of so much photographic material makes the short operational story of this ill-fated railway fully understandable and a continuing pleasure to examine in detail. There are several detailed maps included, ranging from full-page to even larger. There are scale equipment drawings showing all the various types along with complete equipment details.

Additionally, there is excellent coverage in well-reproduced photographs and maps of the Eugene city street railway and terminal operations. There is also an interesting array of advertising material, even photos in color along with timetables, tickets and passes, and a two-thirds page reproduction of a color painting of a train at the McMinnville station

There is an enormous number of exciting photographs herein, with an index and bibliography. We certainly recommend this book to all transit fans — JOE L. DIAZ.



Statement of Ownership, Management and Circulation
(Required by 39 U.S.C. 3685)

RAILFAN & RAILROAD — 5 1 6 - 8 5 0 — 10/4/95
MONTHLY — 12 — $27.95
CARSTENS PUBLICATIONS, INC. PO BOX 700, NEWTON, NJ 07860
308 PHIL HARDIN RD, NEWTON, NJ 07860
HAROLD H. CARSTENS, PO BOX 700, NEWTON, NJ 07860
JIM A. BOYD., PO BOX 700, NEWTON, NJ 07860
NONE

Full Name	Complete Mailing Address
HAROLD H. CARSTENS	PO BOX 700, NEWTON, NJ 07860
CARSTENS PUBLICATIONS, INC.	PO BOX 700, NEWTON, NJ 07860

Full Name	Complete Mailing Address
NONE	

Extent and Nature of Circulation	Average No. Copies Each Issue During Preceding 12 Months	No. Copies of Single Issue Published Nearest to Filing Date
A. Total No. Copies (Net Press Run)	35604	35103
B. Paid and/or Requested Circulation (1. Sales through dealers and carriers, street vendors and counter sales)	23854	23315
(2. Mail Subscription)	17699	19109
C. Total Paid and/or Requested Circulation (Sum of 15B1 and 15B2)	41554	42424
D. Free Distribution by Mail, Carrier or Other Means (Samples, Complimentary, and Other Free Copies)	538	576
E. Total Distribution (Sum of C and D)	42092	43000
F. Copies not Distributed (1. Office use, left over, unaccounted, spoiled after printing)	6135	5862
(2. Return from News Agents)	9387	8241
G. TOTAL (Sum of E, F1 and 2 - should equal net press run shown in A)	35604	35103

I certify that the statements made by me above are correct and complete.

RAILS 'N' SHAFTS

P.O. Box 300, Laurys Station, PA 18059
(610) 261-0133 Fax (610) 262-7962

Specializing in Books and Videos on Transportation and Industrial Subjects

VIDEOS

All Aboard Amtrak, *Schaeffer* $39.95
Appalachian Coal Mines & RR, *Dixon* . $12.95
Argent Lumber Swamp Rat, *Ferrell* . . $31.95
ACL: Diesel Years, *Calloway* $39.95
B&O E Units, *Nuckles, Dixon* $12.95
B&O (New York to Cumberland) Vol 1, *Salamon, Oroszi, Ori* $35.49
B&O (Cumberland to Chicago) Vol 2, *Salamon, Oroszi, Ori* $35.49
B&O East End: Neck of the Bottle, *Hollis, Roberts* $39.95
B&O Sand Patch, *Roberts* $39.95
BN/SF 1994 Annual,*DelGrosso'c5* $35.95
Burlington Color V1, *Holck* $39.95
By Streamliner: NY to Florida, *Welsh* $31.95
Cabooses of B&O, *Hubler* $39.95
Chasin' Trains, Richardson $43.95
Chessie: The Railroad Kitten, *Dixon* . . . $9.95
CB&Q Color Guide, *Spoor* $37.95
CB&Q in Color (Vol 1), *Spoor* $38.95
Classic Freight Cars
Vol 4: Hoppers, *Henderson* $19.25
Vol 5: NE MOW, *Henderson* $19.95
Vol 6: Gons & Flats,*Henderson* . $19.95
Vol 7: More 40 Foot Box Cars . . . $19.95

The Chicago L by Bruce Moffat
Story of development of L, 1888-1932 $43.95

Northern Pacific Color Guide
All color pictorial of NP cars & equipment $35.49

Nickel Plate Col or V1 by Willis McCaleb
NKP in Color, Buffalo to Bellvue $36.49

Confessions Brooklyn Trolley Dodger . . $19.95
Conrail Commodities, *Taylor* $39.95
Conrail Motive Power Review (1986-1991), *Withers* $38.49
Contemporary Diesel Spotters $15.95
Cross Continent Electrics, *Pennypacker* . $19.95
D&H in Color (Vol 1), *Sweetland* $34.95
D&H in Color (Vol 2), *Plant* $37.95
Diesel Builders V3: Baldwin, *Kirkland* $47.95
Diesels on CSXT and Predecessors, *Nuckles, Dixon* $15.95
Dixie Line: NC&StL, *Castner* $21.75
Erie in Color, *Sweetland* $35.95
Erie Railroad Story, *Carleton* $31.95
Erie Lackawanna: Death of RR, *Grant* . $39.95
Erie-Lackawanna in Color:
Vol 1: The West End, *DeYoung* . . $35.95
Vol 2: New York State, *DeYoung* $35.95
Vol 3: the East End, *DeYoung* . . . $38.95
Frisco in Color $37.95
Guide Tourist Railroads 1995, Drury . . $15.25
GN Color Guide, *Hickcox* $37.95
GN Color Pictorial (Vol 1), *Shine* . . . $39.9É
GN Color Pictorial (Vol 2), *Shine* . . . $39.95
GN Equipment Pict (V1) Box/Stock Cars $39.95
GN Pictorial (Vol 3), *Strauss* $39.95
GN Pictorial (Vol 4), *Strauss* $39.95
Great Road, *Dilts* $47.95
IC: Monday Mornin Rails, *Boyd* $39.95
IC Streamliners, *Somers* $15.95
Impossible Challenge, *Harwood* $49.95
Interstate Railroad, *Wolfe* $33.59
JC/LV Color Guide, *Bossler* $37.95
Jersey Central in Color, *Brennan* . . . $35.95
Jersey Central in Color V2, *Brennan* . $38.95
Jersey Central Story, *Carleton* $30.49
Lackawanna in Color, *Sweetland* $35.95
Lake Shore & Michigan Southern, *McLellan, Warrick* $31.95
Lehigh & New England: Color Retrospect, *Lilly* $37.95
Lehigh Valley RR, *Archer* $35.95
Lehigh Valley: New York Division *Bednar* $41.95
Memories N&W Power, *Carleton* $27.95
Milwaukee in Color (V1): East $37.49
Milwaukee Road Steam, *Tigges* $45.59
MoPac in Color, *Collias* $39.95
MoPac Diesels, *EuDaly* $47.95
New Haven RR: Final Decades, *Hartley* $39.95

WINTER STORE HOURS

Sat	November 25	10 - 4
Sat	December 9	10 - 4
Sat	December 23	10 - 4
Sat	December 30	10 - 4
Sat	January 20	10 - 4
Sat	February 10	10 - 4

or by appointment

Complete selection of in-print books and videos. Extensive selection of out-of-print books, timetables, reports, et.
Directions: 1\2 mile west of Route 145 at HiWay Restaurant on Rising Sun Road in Laurys Station. Always buying railroad and mining collections, large or small, paper or hardware. Try us first for satisfaction.

New Haven Color Guide $36.95
NYC Color Guide $37.95
NYC Color Photography Nowak (V 1) . . $34.95
(Vol 2 or 3),*Nowak* $37.95
NYC Steam (Vol 1) $38.95
NYO&W Diesels, *Mohowski* $23.95
NKP Story, Rehor $59.95
N&W/VGN Color, *Reid* $27.25
NS Diesel Locomotives, *Toth* $15.95
Norfolk Southern Motive Power 1982-1994, *Withers* $31.95
(softbound) $23.95
Northern NE Cars $37.95
NP Diesels, *Frey, Schwenk* $45.95
Northern Pacific V1 Color, *Shine* $39.95
PRR Diesel Pictorial
V1:Alco RS, *Hahn* $11.9
Pennsy Diesel Years (V 1,2,3,4), *Yanosey* $35.95
Pennsy Diesel Years (V 5), *Yanosey* . . $38.95
Pennsy Steam: 2nd Look, *Carleton* . . . $30.49
Pennsy Steam Years (Vol 1), *Sweetland* $34.95
PRR: Hudson to Horseshoe,*Volkmer* . . . $38.95
Pennsylvania Railroad: the 40s and 50s, *Ball* $39.95
Pennsylvania Railroad: Elmira Branch *Caloroso* $23.95
Piggybacks and Containers, *DeBoer* . . $38.49
Public Service of New Jersey, *Hamm* . $43.49
Pullman Standard Color Guide $36.95
Railroad Atlas:
Vol 1: Northeast USA $18.40
Vol 2: California/Nevada $18.40
Vol 3: Colorado/Utah $18.40
Vol 4: Arizona/New Mexico $18.40
Railroads of Vermont, Jones:
V1 . . . . . $39.95
V2 . . . . . $39.95
Pictorial Album $47.95

Rail Transit Phila: PTC Years, *Vible, Elsner* $26.49
Reading Color Guide, *Bossler* $37.95
Reading Diesels (Vol 1): First Generation, *Woodland* $43.95
Reading Railroad: History of a Coal Age Empire (Vol 2) 20th Century, *Holton* $54.95
Red Electrics, *Dill, Grande* $31.95
RF&P: Capital Cities Route, Griffin . . . $23.95
RF&P: Linking North and South, *Kaplan, Mellander* $33.59
Rio Grande: Scenic Line, *Sanders* $47.95
Rio Grande Southern Story:
Vol 1: Over the Bridges Ridgway to Telluride, *Collman* $51.95
Vol 2: Telluride, Pandora and the Mines Above, *Collman plain* *$51.95*
Vol 3: Vance Jct to Ophir, Collman $51.95
Vol 4: Ophir Loop to Rico, *Collman* $51.95
Rock Island Color Pictorial (V1), *Mare* . $39.95
Rock Island in Color (V1),*Staner* $38.95
Rock Island in Color (V2)(*Marvel* $38.95
Route of Eagles, *Stout* $35.95
Santa Fe in Color (V 1,2,3,4), *Stagner* . $38.95
Santa Fe Color Guide, *Stagner* $37.95
Seaboard Coast Line, *Nuckles* $15.95

Santa Fe : Gateway to West (V1): Chicago to LA and SD by Don Duke
Elaborate SF history, well illustrated

Erie Lackawanna Color Guide
All color pictorial of EL cars and equipment
$35.95

Southern in Color (Vol 1), *Cheney, Sweetland* $37.95
SP Coast Line, *Signor* $51.95
Southern Pacific in Oregon Pictorial, *Austin, Dill* $39.95
Southern Pacific in Color, *Sweetland* . . $37.95
Trail of Blue Comet (CNJ), *Baer* $55.95
Train Watcher's Guide to North American Railroads,*Drury* $13.75
Two Feet to the Lakes, *Jones* $39.95
Union Pacific Color Guide to Freight and Passenger Equipment $37.95
UP Official Color Photography (Vol 1) . $37.95
UP Steam V1, *Stagner* $37.95
Virginian Rails, *Reisweber* $38.49
Warbonnets, *Pope, Lynn* $37.95
Western Maryland in Color $37.95
Western Maryland: Fireballs & Black Diamonds,*Cook, Zimmermann* . . $39.95
When Eastern Michigan Rode Rails (V4), *Schramm, Henning* $47.25

AUDIO CD'S

From Safety Valves to Ribbon Rails . . $13.49
Riding in an Open Vestibule $13.49

VIDEOS

Atlanta Steam Celebration (Pent) $22.49
CP Rogers Pass (DIW) $27.95
Conrail Hot Spots East (Pentrex) $29.95
CSX: Southern WV Coal (Pentrex) . . . $29.95
D & S Narrow Gauge (Pent) $14.95
Eastern Kentucky Coal (Pentrex) . . . $29.95
Historic Hot Spots: SF (Pent) $28.95
Historic Hot Spots: CA (Pent) $28.95
Last of the Giants (Pentrex) $14.95
Last of the Giant (V 2,3) (Pentrex) . . . $29.95
LV: Penobscot Mountain (RailTape) . . $27.95
Milwaukee's Mighty Electrics (WB) . . $31.95
Rails Along the Lehigh (RailTape) . . . $31.95
Reading in Transition (DIW) $27.95
Reading Sampler (RailTape) $31.95
Steamtown Grand Opeining (Pentrex) . $22.49
Tehachapi (Pentrex) $22.49
Today's Stea, (Pentrex) $22.49
West Side (Pentrex) $29.95

DISCOVER VISA MasterCard

Telephone Orders Accepted

CompuServe 73162,1034
Prodigy TJVK81A

TO ORDER: For postage and handling, please add to the order total, $2.75 for one, $3.75 for two, and $4.75 for three or more books and/or videos. For foreign orders, please add $4.00 for the first and $2.50 for each additional book or video for postage, and remit in US $. Pennsylvania residents, please add 6% sales tax. Avoid delays in order shipment and recheck addition and add correct postage. Incorrect orders will be returned. Prices subject to change without notice. Rush delivery, please ask. Make checks and money orders payable to RAILS 'N' SHAFTS. Catalog sent with all orders, or send SASE. Sale ends last day of magazine cover month. Your satisfaction is guaranteed.

U.S. RR TRAFFIC ATLAS

A railroad atlas with traffic shown by line thickness, with city, state, and system maps. Shows major yards, latest Amtrak and commuter routes. Maximize your vacation time - find the busiest lines and tourist and shortlines along the way.

How much is your vacation time worth?

At your local hobby shop or museum, or
$27.00 postpaid (CA residents add 7.25%)
Ladd Publications Dept. R-Box 1671, Orange, CA 92668-0671. US check or money order
1-800-613-0108 or 714-639-8639.

***CARSTENS* BOOKS MAKE WONDERFUL HOLIDAY GIFTS. ORDER ANY BOOKS FROM THE *BOOK DEPOT* ON PGS. 30-31**

BY CALLING TOLL FREE:

1-800-474-6995

(HAVE CREDIT CARD READY)

FAX or Phone: (416) 694-6821

Montreal Electrics

The Final Days

$29.95

Tape covers the final days of Montreal's vintage electric commuter trains to Deux-Montagnes. Includes 1914 Box Cabs, Steeple Cabs, and M.U.s. Many runbys plus cab rides through Mt. Royal tunnel. Color, Live Sound, Narration. 75 minutes plus previews. Duty Paid to USA. Free Catalogue. VHS HQ Two Hours of Steam and Rail Delight Pal

Postage/Handling Add $3 per order. Ontario residents add 8% sales tax. Canadian residents add 7% GST.

Cheques payable to:

Video Classics
84 Willow Ave., #37
Toronto, Canada M4E 3K2

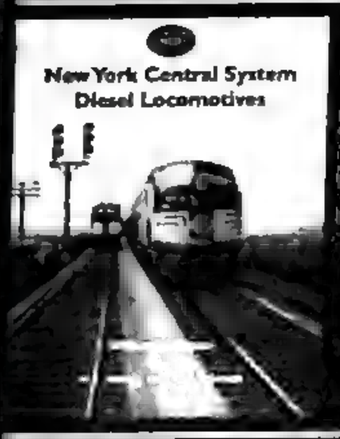
Satisfaction Guaranteed or Money Refunded

NEW BOOKS!

New York Central's Great Steel Fleet 1948-1967

by Geoffrey H. Doughty

Hardbound, 128pp, 180 b&w/color illus.; history, train histories, car rosters, operations, timetables; everything about the greatest fleet of trains in the world! ***$22.95+$4 S/H (Pre-publication Special $19.95+$4 S/H through December 1995).***



New York Central System Diesel Locomotives

226 pages, hardbound, 300 photos, diagrams, painting/lettering diagrams, complete roster of this great fleet with units from almost all builders. Ideal for modeling, with dispositions up to present. ***Only $29.95 + $4 S/H!***

Illinois Central Streamliners 1936-1946

by Paul M. Somers

- Hardbound — 150 b&w & color illus.—112 pages. First decade of IC streamlined trains; detailed, illustrated history of the *Green Diamond, Miss-Lou, Illini* and *Land O' Corn*, plus the *City of Miami* and *Panama Limited*. - ***Bargain priced at $19.95 + $4 S/H***

Norfolk Southern Diesel Locomotives - by Chris R. Toth112 pages, 120 b&w and color photos, hardbound, much modeling and painting/lettering data, roster tables, mechincal diagrams, and painting/lettering diagrams. **Only $19.95+$4 S/H**

Seaboard Coast Line Railroad - by Douglas B. Nuckles - Hardbound - 112 pages - 200 color & B&W photos, painting/lettering diagrams, maps, roster! Material on passenger trains/service. - Includes SCL, Family Lines & Seaboard System 1967-1985.— **ONLY $19.95 + $4 S/H**

Richmond, Frederickburg & Potomac — The Capital Cities Route - 210 pages, hardbound, 350 b&w and color photos, diagrams, maps, plans, etc. **$28.95 + $4 S/H!**

B&O Passenger Service, 1945-71, Vol. I - Route of the National Limited - Hardbound, 120pp, 260 illus., maps, diagrams, photos. **$23.95 + $4 S/H.** (Watch for Vol. II soon)
20th Century Ltd. 1938-1967, Hardbound, 160pp, 200 illus. **$25.95 + $4S/H**

N&W and VGN Railways in Color - by H. Reid - Hardbound, 104 pp, 180 best color photos of this great photographer! **Only $33.95+ $4 S/H!**

Many fine books available...send for catalog and latest flyers on new releases. -

Videos

BY MIKE DEL VECCHIO

New Arrivals

An historic [illegible] video is **"The General"** released by Eye American Productions, Inc. [illegible] Lily Valley [illegible], P.O. Box 193, Piperstown, PA 18947 (C.O.D. order only, checks and money orders accepted). This 1926 silent comedy nearly bankrupted director and star Buster Keaton during its filming, owing to the expense of trying to duplicate the Civil War as closely as possible.

While this film is occasionally shown on cable television networks — and it plays regularly inside the California State Railroad Museum in Sacramento — the original piano soundtrack is almost gone. Eye American is promoting the fact that they added a Scott Joplin "ragtime" piano soundtrack to the full-length original film. The result is a clean piano sound in the silent film tradition.

The tape's release on October 3, 1995, coincided with Buster Keaton's 100th birthday. Since that date, "The General" has been available at the Big Shanty Museum where the real Civil War locomotive *The General* resides indoors. In the film, based on the Civil War story of Andrew's Raiders, Yankee spies steal *The General,* which was stopped at Big Shanty, Ga., for a dinner break in the days before dining cars. Since Keaton's girlfriend is inside a baggage car coupled to the engine, Keaton pursues the damsel on foot, handcar and bicycle and with another locomotive.

My favorite scenes include the one where Keaton sits on the side rod of the Stephenson-geared 4-4-0 and rides up and down as the locomotive departs, and when two 4-4-0s are switched up a coal dock ramp passing by *The General* running in reverse at them. This film is a priceless look at 19th Century railroading (cordwood in the tenders, link and pin couplers and ancient locomotive backheads) and a worthy addition to every railfan library. 82 minutes, $24.95 postpaid (Pa., res. $1.50 sales tax).

THE DEPOT ATTIC
377 ASHFORD AVENUE.
DOBBS FERRY, NY 10522
"America's Foremost Dealers In Railroad Memorabilia"

BUYING COLLECTIONS, SINGLE ITEMS & ESTATES
LANTERNS, TIMETABLES, KEYS, LOCKS, CHINA, SILVER, BADGES, PASSES, BOOKS, POSTERS, OLD CALENDARS, SIGNS, BROCHURES, HARDWARE, & MUCH MISCELLANEOUS
Offering Authentic Hardware, China & Paper
Stores, Mail Order, Shows & Auctions
STORE HOURS: Open Most Weekends 12 Noon to 5
Phone Before Coming (914) 693-5858

PHONE (914) 693-5858

AVAILABLE IN SETS OF TWENTY AND FIFTY SLIDES

NO GUESSWORK!!
Dates and Locations Supplied with Each Slide
KODAK FILM - KODALUX PROCESSING
GUARANTEED QUALITY

35 mm. DUPLICATE SLIDE SETS

To receive our latest list and a sample slide, please send a #10 stamped self-addressed envelope with 55 cents postage. Information will be returned to you promptly.

BEST PRICES"

Service • Satisfaction Guaranteed! • Compare & Save!

BOOKS • VIDEOS • WEARABLES • COLLECTABLES

"WE WILL NOT BE UNDERSOLD!"

BOO... *SALE ITEMS

128-103 ... .19.25
128-114 ... ines & RRDs (TLC) .12.25
128-109 Appal... Powhatan, Rd .10.25
120-015 Argest Lo... Last of Swamprats (PFM) .29.25
119-104 Atlantic Coast Line-Diesel Years .37.75
128-113 B&O "E" Units .11.95
128-122 B&O Passenger Service, V1 (NB) .17.95
132-100 B&O Sand Patch - Clash of Titans .39.75
110-060 B&O V1 & V2, (EA) .33.50
107-103 Beaumont Hill, SP .35.95
107-122 Beauty of Railroad Bridges .33.85
110-101 Before Guilford .29.50
107-120 Blue Ridge Trolley - H&F Interurban .30.50
175-101 BN Railroad in 1993 (GNP) .25.75
170-101 Brown Book .18.25
118-102 Brozzers-Streetcars .42.95
121-013 Burlington Northern Into the 90's .34.95
121-010 Burlington Route, V1 (FWW) .36.50
106-148 CB&Q Color Guide/Frt & Pass. Equip. .36.75
168-109 C&O 8L-2 Diesels .9.25
168-102 C&O Diesel Locomotives .23.75
128-106 C&O In Color .22.95
168-101 C&O Streamliners, 2nd to None .23.75
107-102 California Railroads .34.25
107-118 Central Arizona's Railroads (GW) .30.95
128-116 Chessie Era (TLC) .12.50
128-108 Chessie, The RR'D Kitten .9.50
110-103 Chicago & NW Memories .31.50
106-136 Chicago, Burlington & Quincy V1 (MS) .36.75
110-104 Clinchfield Country .28.95
191-103 Colorado's Modern Narrow Gage Circle 25.50
172-101 Conrail Commodities .36.75
131-01068 Contemporary Diesel Spotters Guide 15.50
106-149 CNJ/LV Color Guide-Frt. & Pass. Equip. 36.75
119-102 CR Motive Pwr Rev'n, 1986-91 .37.95
113-101 Crossroads of Commerce .*37.95
118-106 Days of the North Shore Line .29.95
109-132 Diesel Builders, B.L.W., V3 .44.25
139-106 Dixie Line .21.25
119-106 GE's DASH 8-40C.CW/CM (Withers) .18.50
106-147 GN Color Guide-Frt'l/Pass Equip .36.75
121-017 Great Northern Freight Equipment, V1 .36.50
107-119 Great Yellow Fleet - Ref Cars .33.50
121-000 GN Color Pictorial V1, V2, V3, V4 (EA) .36.50
121-017 Great Northern Freight Equipment, V1 .36.50
131-207 Guide to N. American Steam Locos .19.25
115-104 Heartland .37.95
119-108 Horseshoe Heritage-Copper .6.95
110-110 Interstate Railroad (OLE) .31.75
132-104 Impossible Challenge II (Hartwood, JR.) .49.75
127-102 Katy P'wr-Locos/Trains/Katy .28.95
118-107 Lake Shore & Mich. Southern .30.95
178-101 Loco. Rosters, 1994-1995 Edition .15.95
118-103 Mail on the Move .28.50
166-101 Missouri Pacific Diesel Power .44.50
127-101 Missouri Pacific Lines in Color .36.75
128-105 N&W Magnificent Mallets .11.25
107-115 Narrow Gauge, Then & Now .11.50
128-117 N&W and Virginian in Color (TLC) .25.25
106-117 New England Rails 1948-1968 .33.75
106-144 N. New England Rails Color Guide .36.75
112-102 N. Amer. Loco Prod. 1968-89 .21.95
112-104 N. Amer. Maint. Way Equip. .14.95
112-103 N. Amer. Non-Rev. Frt. Cars .14.95
121-011 NP Color Pictorial, V1 (FWW) .*34.95
120-004 Northwest Rail Pict. II .30.75
106-138 NYC Color Guide-Frt/Pass. Equipment .36.75
106-139 NYC Steam In Color .36.75
111-112 NY Ontario & Western Diesel Age .21.75
106-000 Peansy Diesel Years, V2, 3, 4 (EA) .33.75
106-103 Peansy Diesel Years, Vol 5 .36.75
106-116 Peansy Electric Years .33.75
106-114 Peansy Steam Years, Vol 1 .33.75
168-110 Pere Marquette in 1945 .11.50
107-104 Piggyback & Containers .35.00
106-115 PRR Color Guide, Frt & Pass Equip. .33.75
106-142 PRR: Hudson to Horseshoe .36.75
106-150 Pull. St'd Color Guide Fr'l/Pass Equip .36.75
144-116 Pull. St'd Library V16-CB, GM/Electro, Army .31.25
144-115 Pullman St'd Library, Western RR'ds, V1531.75
107-117 Railroad Caboose .23.75
110-106 Railroad Night Scene .32.95
107-112 Rails, Sagebrush & Pine .19.95
108-102 Rails that Climb .*33.95
120-020 Red Electric (PFM) .31.50
107-113 Redwood Lumber Industry .13.99
119-103 Revolutionary FT .18.50
128-119 RF&P-Capitol Cities Route .22.50
146-000 RGS Story, V1, V2, V3, V4 (EA) .*50.95
110-107 Rich., Fredricksburg & Potomac .30.95
168-107 Riding the New River Train .15.95
121-016 Rock Island Color Pictorial (FWW) .35.95
106-000 Rock Island In Color, V1, V2 (MS) (EA) .36.75

NEW TITLES

BOOKS

174-102 Across the Columbia Plain ($8) .*19.95
106-152 AT&SF Color Guide Frt'l/Pass. Equip. .36.75
175-105 ATSF/BN/MRL Loco Directory 1996 .*17.25
142-107 B&O Power .51.95
175-104 BN Caboose Book .19.50
121-019 BR/SF 1994 Annual (NB) .22.50
204-101 British Columbia Railway (P. Pub Price) *41.95
140-117 By the EL .*29.50
168-111 Cabooses of the B&O Railroad (Hubler). *37.95
208-102 Cabooses of the Norfolk & western .*36.95
108-51-3 Centennial State Trolleys-Colorado S'cars .21.75
202-104 Central Vermont Ry-Yankee Trad., V7 *29.75
206-101 Coal on the Move-V&H Ry .*9.95
175-103 BR: RR'D Giant of the PRW .19.75
181-101 Cascade Division - BR/MRL Road .27.85
168-105 C&O Allegheny Subdivision .15.95
168-104 C&O Dining Car Recipe Book .*14.50
168-112 C&O in the Coal Fields .17.75
146-129 Chasing Trains - B. Richardson .45.95
119-110 Diesels of the Chicago & Northwestern .45.95
110-112 East Broad Top, Slim Gage Survivor .35.25
108-109 Florence & Cripple Creek, CRM#13 .26.25
106-154 Frisco In Color .36.75
207-101 Ghost Trains & Depots of Georgia .*49.75
121-01065 Guide to Tourist RR & Museums .*13.50
128-120 Illinois Central Streamliners 1936-46 .15.75
165-109 LA/SanDiego "Surf Rte" Maps/Field Guide. *10.95
106-157 Milwaukee Road in Color .*35.95
118-104 Milwaukee Road Steam Power .41.95
106-156 NH Color Guide to Frt/Pass Equip .*35.95
119-000 RS Motive Power Rev. '82-'94 H/C 28.75 S/C 21.95
163-107 Norfolk Southern Review - 1994 .29.75
128-123 Norfolk Southern Diesel Locomotives .14.75
107-124 Northern Pacific-Diesel Era, 1945-1978 ...44.95
121-018 Northern Pacific Pictorial, V2 .*34.95
121-01061 NYC in the Hudson Valley .*16.75
128-118 NYC Diesel Locomotives .23.75
119-112 Peansy Diesel Locos, V1 .12.95
119-113 Peansy Diesel Locos, V2 .*14.95
202-103 Pin Prick of Light .12.50
169-100 Railroad Atlas, V1, 2, 3 (EA) .*18.25
202-102 Railroads of Vermont, Pictorial .45.95
202-101 Railroads of Vermont, V2 .37.95
165-108 Railmap & Field Guide-"East Route" LA-SD.18.95
200-001 Reading Co. Frt Cars, V1 .21.75
166-102 Route of the Eagles - NP Streamline Era .*35.75
107-121 Santa Fe-Gateway to the American West ...45.95
131-01060 Santa Fe in the Mountains .*16.75
128-121 Seaboard Coast Line .*14.25
120-021 Seattle by Trolley .*29.25
105-101 SP's Coast Line .51.95
182-110 Story of the Santa Fe (Bradley) .21.95
171-1 Switchback to the Timber (Mt. Hood) .19.95
184-101 The Dinky .*15.95
147-B-131 The "L" - Chicago Rapid Trns. System *48.95
138-111 The Modhens - A Photo History .24.95
106-153 Union Pacific Steam In Color .36.75

VIDEOS

129-53110 Best Passenger Trains of the 50's/60's The West .25.75
129-000 Building a MRR'd (10 Videos) II .*79.95
131-15025 Cajon Pass on Location .22.50
129-53114 Classic Steam of the 20's & 40's .22.75
129-53108 CSX V4, Louisville-Cincinnati .28.75
100-DSOTSP Doublestacks Over Tehachapi 7.50w/purchase .*8.50
100-DSN Durango & Silverton Narrow Gauge .*14.75
199-000 Ghost Trains, V1 & 2 ...Both $2.95 EA 17.95
100-HKPAS Historic Rail Spots-Pasadena Sub. .*21.25
131-15026 Horseshoe Curve on Location .22.50
100-OREM Orange Empire RR'd Museum .*14.75
100-SOCALRS Railfanning S. Cal. in the 50's .*27.95
100-RATHOLE The Ratholes, Norfolk Southern .28.50
100-RNCAB Through the Ratholes Cab Ride .14.50
100-RNSPEC The Ratholes / above 2 videos .39.75
123-125 Santa Fe Pictorial (GS) .23.25
123-124 Southern Pacific Pictorial (GS) .23.25
Both Videos (123-125/123-124) Only .41.95
129-53092 Steam in the 50's, V3 .26.95
129-1 Steam Shortlines of the South .*22.95
100-ST00 Steamtown Grand Opening .14.50
100-TSAA Today's Steam Across America 14.75w/purchase .*15.75
129-53083 Way West, V1, V2 (EA) .31.50
154-101 White Pass & Yukon Route .23.95

106-000 Santa Fe 1940-71, V1, V2, V3, V4 (EA) .36.75
163-106 Santa Fe Annual, 1993-1994 .28.50
121-003 SF 1988 Motive Power Pictorial (SC) ...19.95
115-101 Signatures in Steel .39.75
106-133 Southern Pacific In Color .36.75
120-017 Southern Pacific In Oregon (PFM) .38.95
120-018 SP In Oregon, Pictorial (PFM) .38.95
191-102 SP In West-Hard Rd. to the Prom., P1 ...24.95
107-110 SP of Mexico & W. Coast Route .30.95
120-010 SP Dieselization .32.50
118-101 Steam Loco Dir. No Amer V1, V2 (Set) .36.50
113-102 Steam Passenger Service Directory .. *9.95
191-105 Sugar Country Shortline .14.95
120-016 Swayne Lumber N.G. in Merrimac .31.95
115-103 Tehachapi (Schmollinger) .35.95
107-111 Tehachapi, SP/ATSF .35.95
107-109 Time of the Trolley .32.25
146-120 Trails Among the C. - Monarch Branch .26.75
191-104 Twilight of the Desrt. & the Rio Grande 24.95
120-014 Two Feet to the Lakes .38.50
115-105 U-Boats - McDonnell .37.25
106-131 UP Official Photography, Vol 1 .36.75
115-102 U.S. Military Railway Serv. .22.75
110-111 Virginian Rails 1953-1993 .35.75
128-102 Virginian Railway Locomotives .11.95
109-8923 Warbonnets .36.95
106-151 Western Maryland in Color .36.75
120-002 West From Omaha-Pfeifer .45.75
120-013 Westside - N.G. in the Sierra .44.95
128-104 West Virginia Logging .15.25
112-101 Wrecks, Accidents & Collisions .26.95

VIDEOS

152-113 611 on Saluda .29.95
100-113 Across Donner Summit .28.75
100-114 Across Marias Pass .28.75
100-AUTOTRN Amtrak's Auto Train .28.25
100-132 British Columbia Railway .*30.95
152-000 Cab Ride Clinchfield-South/North (EA) ..25.75
123-000 Cab Ride Thru Rockies, V1, 2, 3 (EA) ...23.25
100-133 Cajon Pass/Tehachapi Loop .*30.95
129-53027 California Zephyr .31.95
100-195 Cass Scenic Railroad .21.75
152-C4 Clinchfield - Coal Story .24.95
152-C1 Clinchfield - Elkhorn to Erwin .24.95
152-C2 Clinchfield - Erwin to Spartanburg .24.95
129-53077 Coal to Kilowatts-Edison Coal Trns (GF) ..31.75
129-53084 Colorado-Steam Mecca (GF) .14.75
154-102 Colorado's NG Railroads .18.95
129-53085 CSX V2, Chattanooga to Nashville ...31.00
129-53097 CSX V3, Nashville to Louisville .31.00
100-201 Denver & Rio Grande Western .36.95
154-104 Durango & Silverton NG RR'd .29.75
100-202 Eastern Kentucky Coal .28.75
129-53063 Erie Lackawanna - 2 Tapes .56.95
129-53052 Empire Builder, V2 .14.50
100-1522 Frisco #1522 .23.75
185-34 Georgetown Loop Railroad .19.95
129-53089 Golden Horseshoe .22.95
123-000 Great Steam Trains V1, V2 (EA) .22.75
100-203 Horse Shoe Curve .28.75
100-AR3 Into the Allegheny Range, V3 (2 tapes) 28.50
154-109 Iron Road-Promontory, Utah .15.95
100-179 Last of Giants - UP Vol1 .14.75
100-000 Last of Giants - UP Vol 2, Vol 3 (EA) ...28.75
129-53056 Magnolia Cutoff of the CSX .23.50
129-53090 M.O.W.-Yesterday & Today (GF) .15.50
167-119 No 261 New River Adventure .23.50
129-000 NYC Odyssey, V1-2 (EA) (2 tape set) .*52.95
152-0M Old Milwaukee on the NEW .26.95
129-53102 Pacific NW Kaleidoscope .28.75
185-26 Pike's Peak by Rail .19.95
152-103 Quick Shots 2 .15.50
154-105 Rebirth of a Loco.-NS #482 .23.95
129-53049 Rio Grande Odyssey (2 tape set) .57.95
152-102 Saluda 611 Deux .14.95
152-101 Saluda Mountain .24.95
129-53019 Santa Fe Odyssey, V1 (2 tape set) ...52.95
129-53029 Santa Fe Odyssey, V2 (2 tape set) ...50.95
129-53037 Santa Fe Odyssey, V3 (2 tape set) ...40.95
100-149 Santa Fe's Arizona Mainline .28.50
100-150 Santa Fe's Mojave Mainline .28.50
100-000 Santa Fe's N.M. Mainline, V1, V2 (EA) ...28.50
100-188 Snow on the Run .16.95
152-116 Steam - Great Smokey Mtn. Railway .22.75
123-STEROT Steam Rotary OY .29.95
100-Z27 Tehachapi (Pentrex) .21.50
100-191 This Is My RR'D - SP Steam .28.75
100-110 UP Feather River Rotary .21.75
100-165 UP's Feather River Route .28.75
129-00000 UP Odyssey, V1 & V2 (EA) 2 tape set *52.95
152-114 Welch by Norfolk & Western .24.95
100-180 Westside-Logging in Tehamas County ..28.75
129-53038 Western Maryland Scenic RR .29.95

ALLEN KELLER VIDEOS

099-000 Vol 1-20 (each) .31.75

*All Items Are Limited to Supply on Hand!

WE STOCK THE FOLLOWING VIDEOS: Sunday River, Horns, Mark I, Interpark, Candy Dancer, Greg Scholl, American Alta Vista, Pentrex, Video Rails, Green Frog, Mind's I, Goodheart Videos, Highball

1996 CALENDARS

Will be in short supply toward year end! *Order Now!*

131-68083 "Art of Model Roading"
131-68084 Trains
131-68085 Classic Toy Trains
159-782 H. Fogg's Trains (12 Different Paintings)
159-832 Pennsylvania Railroad (Dramatic Photos)
159-838 Ted Rose (12) Outstanding Paintings)
159-731 American Streetcars
159-841 Red Cars Yellow Cars (So. Cal. Traction)
159-846 San Francisco Cable Cars
159-856 Steinheimers "Magnificent Trains"
159-758 Colorado Narrow Gauge
159-853 C. Dill "Those magnificent Trains"

SPECIAL–$8.75
*ONLY $8.25 EA
ANY TWO
OFFER EXPIRES 12/31/95

MAGICAL WORLD OF TRAINS ADVENTURE FUN PACK

$24.95

193-GH403

Limited Supply Order for Christmas Now!

You get an engine, bandana, hat and a Train Adventures Video for kids.

ONLY $23.95 WITH BOOK/VIDEO PURCHASE

NEW C&O DINING CAR RECIPES

Limited Number of Copies Available at this Price! List $19.00 **Now $14.50*** 168-104

NEW A. KELLER GMR VOL 21

Ron Kuykendall's Western Eclectic & SP

This well known author & modeler will discuss track cleaning, weathering & show how to lubricate your steam engines. He has five layouts!

SPECIAL $30.95 #099-021

All other AK videos also only $30.95 if purchased with this video!

NEW ARIZONA & NEW MEXICO RAILROAD ATLAS, V4

List $22.95 – *OURS $18.75*

Any 2 Vol. at $17.75 EA #169-104

T-SHIRTS

Silk Screened / Pre-Shrunk / American Made / 100% Heavyweight Cotton
Colors Coordinated w/ R.R. Logo
ADULT S, M, L, XL, $10.95
2XL, $11.95 / 3XL $13.95

- SP Tunnel View ..... Wide Cab
- BN SD70MAC
- SP ..... Black Widow
- SP ..... Daylight 4449
- SP GP60
- SP SD45 T-2
- SP ..... DASH 8 Hi Tech
- SP/RG ..... SD40 T2's Great Northern F7A
- Santa Fe ..... DASH 8
- Santa Fe GP40X
- Santa Fe F7A
- Amtrak F40PH
- Union Pacific SD40-2
- Available in Kids S, M, L $9.95

TRAINMEN'S TOTE BAGS

Made for Railroaders. These are neat for those quick one or two day trips. Timetable size side & end pockets. Great buy!

SF, UP & SP-Most Road Names 12"x18", Multi-Pockets ...$31.95

COLLECTABLES

Engineer Hats - Adult/Child: 5.00
Railroad Hats Adjustable - Most Roads 5.00
Belt Buckles (Brass, Pewter & Silver Finish) ..... 5.98 / 7.50
Cloisonne Pins (Deluxe) Small & Large ..... 2.00 / 3.00
Cloth Patches, Most RRd Names 1.25-4.98
Key chains & Rings 2.50-5.00
Wooden Train Whistles ..... LG 5.00
Coffee Mugs - Logos/Train Picture, Most Roads 5.00
Thomas the Tank Engine Books & Videos ..... Various
Engineer Teddy Bears (Kids Love 'em) 8.00
Copper Cuts & Rubber Stamps - Most Road Names 4.50
Tumblers Old Fashioned (Set of 4) SP, WP, SF, UP 19.95
Tie Clips - Amtrak, SP 4449, GN, SF & UP 4.98
Porcelain Metal Signs - RRd's, Oil Co. & Vehicles 13.50-16.98
RR D Xing X Bucks w/ Flashing Lights: ..... SM 17.98, LG 22.98
License Plate Frames - Comic & Railfan 3.00
TV Guide Covers - WP, SF, Zepher 3.98
Train Check Book Covers & Credit Card Wallets 3.50/4.50
Railroad Bandanas - Red or Blue 2.00
Suspenders - Lionel & other RR Ds 9.95
Railroad Watches - Moving Train Disc, UP, SF & SP Logo 19.95

Many Other Assorted Items!

$15.00 Minimum Order Please

Include $5.25 Shipping/Handling for all Wearables & Collectables.

CAJON RAILS

101 W. CENTRAL, UNIT B, #125R • BREA, CA 92621

VISA MasterCard DISCOVER

SEND $2.00 & SASE FOR OUR '95 EXPANDED CATALOG REFUNDABLE – FREE WITH ORDER

Info & Other Matters **714/529-0436**
VISA, M/C and DISCOVER
24 Hour Fax **714/529-6665**
PRODIGY **WBYG55A**
Firm Orders Only! **1-800-352-2923**
Order Toll Free 24 Hours a Day

Sale ends last day of cover month
Mail Orders Welcome:
SHIPPING/HANDLING FOR
BOOKS & VIDEOS ONLY –$3.75 first item
Add 75c each additional item
SORRY NO C.O.D.S

California residents add 7.75% sales tax.
Rush deliveries available.
FOREIGN: Add $4.50 per book/tape, plus $2.50 per additional.
Prices are subject to change without notice
$15.00 Minimum Order

Burlington Route

COLORADO AND SOUTHERN

Four Ways West Publications introduces :

Colorado & Southern
Color Pictorial
- Southern Division-

featuring the Colorado & Southern standard gauge line south of Denver to the Texas border, which includes C&S's Denver to Pueblo "Joint Line". This is a new 128 page all-color book featuring the Burlington Route's subsidiary Colorado & Southern, their unique operations and motive power, both steam and diesel.

Don't miss all of the action . . . . . Order Today!

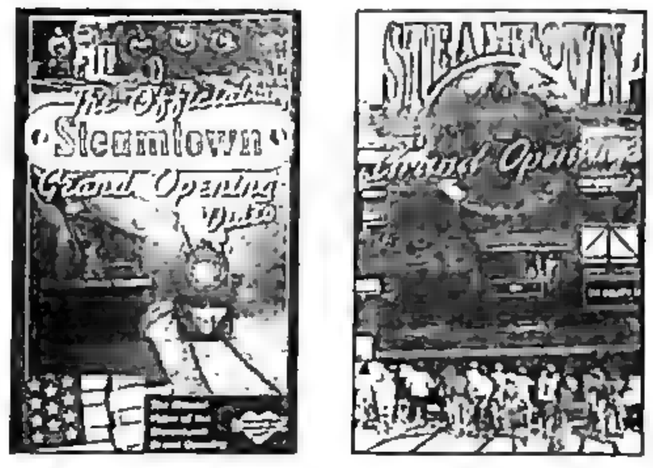
Order by December 1, 1995 at the special pre-publication price of $40 + 3.50 s/h - $5 foreign. After 12/1/95 the price will be $49.95 + $3.50 s/h.

Four Ways West
PUBLICATIONS
P O Box 1734 - La Mirada CA 90637

WELL TIMED with Amtrak's discontinuing the use of the name *Broadway Limited* is the release of a video titled ***"Broadway Limited,"*** from Revelation Audio Visuals, P.O. Box 129, Tallmadge, OH 44278; 216/630-9817. This tape looks at the complete life of the *Broadway Limited* from 1902 to the very end just a few months ago. Revelation presents a remarkable collection of vintage films, some dating from early in the 1900s. Some of the "glory years" black and white footage includes those famous company clips of T1 4-4-4-4s at speed and at the Altoona test center, plus steam and diesels together, and these are combined with other professionally shot (for that era) snippets, plus amateur footage. The vintage films eventually become color during the 1950s, '60s and '70s, and the images include on-train, cab and lineside scenes from nearly everywhere along the route, mostly Chicago and along the Northeast Corridor. Virtually every class of equipment is shown in virtually every paint scheme, including a few I hadn't seen before in the early Penn Central years, and a few scenes include Conrail blue E-units pulling the *Broadway*.

The GG1 retirement trains on NJ Transit are covered, and the up-to-the-minute Amtrak coverage is with contemporary, high-quality video. Revelation crews cruised eastbound on the very last *Broadway*, and they shot some pretty touching footage. Not always tripod supported, the cameras captured the kind of stuff that you and I would shoot on the last run of a favorite train; dutch door scenes, passing landmarks, shots of the crews, the last meal and a table being set, complete with ambient sound and pertinent scanner chatter tri[illegible]. The quality of the video shooting i[illegible] very good, and the vintage film transfer is quit[illegible] good from originals th[illegible] range from [illegible] to somewhat jumpy.

What impress[illegible] most about [illegible]s tape is the script wri[illegible] narrator's k[illegible]ledge of passenger tra[illegible]ation in ge[illegible] and the *Broadway* in[illegible]cular. In one [illegible]ence, each car or group [illegible] cars are ide[illegible]d for their connecting [illegible]ans, plus often [illegible] interesting description [illegible] consist make-[illegible], and the like. The tape is worth the modest price for the information alone, and I doubt that a more complete story-in-motion of this 93-year tradition could be produced.



Steamtown Grand Opening videos

Within two weeks of each other, we received the two premier videos covering the July 1-4, 1995, grand opening of Steamtown National Historic Site in Scranton, Penna. This event was featured in our October 1995 issue, so we won't describe it in detail here, but we have an unusual opportunity to compare the tapes side-by-side. The first

NEW FROM *TRACKSIDE VIDEO*
ALL GOOD THINGS

ALL ABOOOAARD!!! CLIMB ABOARD AND RIDE ALONG AS WE TAKE A NOSTALGIC 13 YEAR JOURNEY THROUGH OUR 'VIDEO MEMORABILIA' FROM THE SOUTHERN STEAM PROGRAM. BE AN ARMCHAIR "WEEKEND WARRIOR" WITH THE **765** ON HER ONLY TRIPS SOUTH OF THE MASON-DIXON ON SOUTHERN RAILWAY! RE-LIVE THE SIDE BY SIDE ACTION AT THE '87 CONVENTION IN ROANOKE. MISS THE **2716** BACK IN '81 AND '82? HOW ABOUT THE **750** IN 1983? DON'T MISS THEM AGAIN!! RIDE THROUGH THE OLD FORT LOOPS WITH A **587/1218** DOUBLEHEADER. PACE ALONG SIDE **1218** *IN* OHIO AND WITH THE **765** IN TENNESSEE. IF YOU LOVED THE SOUTHERN STEAM PROGRAM, YOU'LL LOVE **"ALL GOOD THINGS"** FEATURING **2716 ♦ 765 ♦ 611 ♦ 750 ♦ 1218 ♦ 610 ♦ 4501 ♦ 290 ♦ 587 ♦ 1522** ALONG WITH SOUTHERN FP7's AND NS DIESELS. TAKE A CAB RIDE IN **2716**! DON'T MISS **4501** ON HER WAY TO CUMBERLAND GAP OR ALONG THE FRENCH BROAD RIVER. THIRTEEN YEARS OF SOUTHERN STEAM! FROM OUR FIRST TRIP WITH **2716** TO THE ***FINAL NS EXCURSION WITH 611***, **"ALL GOOD THINGS"** IS A WONDERFUL TRIP DOWN MEMORY LANE WITH THE SOUTHERN STEAM PROGRAM. 86 MINUTES

FROM THE PRODUCERS WHO BROUGHT YOU THESE OTHER FINE PROGRAMS

THE A AND THE J ♦ RETURN TO SALUDA ♦ THE DIXIE FLYERS

ORDER NOW FOR *ONLY $24.95 each*

ORDER NOW BY CALLING *TOLL FREE* 1-800-548-8476

OR SEND YOUR CHECK OR MONEY ORDER TO:

TRACKSIDE VIDEO ♦ P O BOX 234 ♦ FOREST PARK, GA 30051

VISA ♦ MASTERCARD ♦ DISCOVER

Video tapes at great prices!

from McMillan Publications

Serving You Since 1977

ATLANTIC • CANADIAN ALTAVISTA • ANDOVER JUNCTION • BERKSHIRE • CHARLES SMILEY • CHICORY • CLEAR BLOCK • CRV • EAST END
GTVP • GANDY DANCER • GOODHEART • GREEN FROG • GREG SCHOLL • HERRON • HIGHBALL • HOPEWELL • JMJ • MARK 1
MC-KAN VIDEO • OVERLOOK STATION • PENTREX • PLETS EXPRESS • RAIL INNOVATIONS • RAILWAY PRODUCTIONS
REVELATION AUDIO-VISUALS • SANTA FE • SUNDAY RIVER • TRAINS MAGAZINE • THREE D'S RAIL VIDEOS • WB VIDEO • ZULEKA

G. TRAIN VIDEO PRODUCTIONS (GTVP)

BN's Sand Hills & Butte Subs	$28.95
Canyons, Tunnels & Passes of the West	$28.95
CSX - Allegheny Subdivision	$24.95
CSX - Corbin's C. C. Subdivision	$28.95
Union Pacific's Pocatello Subdivision	$28.95

GOODHEART PRODUCTIONS

Cumbrian Mountain Express	$31.95
No. 261 - New River Adventure	$23.95
No. 261 - Power of the Milwaukee Road	$23.95
No. 261 - Rebuilding a 4-8-4	$31.95
Great South African Steam Festival	$31.95
Steam and the Dragon (China)	$23.95
Steam Fever (South Africa)	$23.95
The Indus Express (India)	$23.95
The World of Steam, Vols 1 to 5, each	$23.95

GREEN FROG PRODUCTIONS

Amtrak's California Zephyr	$31.95
Amtrak's California Zephyr-2nd Edit.	$23.95
Chicago Odyssey-Vol 1 (2 tapes)	$59.95
Chicago Odyssey-Vol 2 (2 tapes)	$59.95
CSX-Vol 1 Atlanta to Chattanooga	$31.50
CSX-Vol 2 Chattanooga to Nashville	$31.50
CSX-Vol 3 Nashville to Louisville	$31.50
CSX-Vol 4 Louisville to Cincinnati	$31.50
Detroit Edison Coal Trains	$31.95
Empire Builder	$31.95
Empire Builder-2nd Edition	$14.95
Erie-Lackawanna (2 tape set)	$57.95
Illinois Central (2 tapes)	$59.95
Magnolia Cut-Off of the CSX	$23.95
Maint. of Way - Yesterday and Today	$15.75
Monongahela Railway	$23.95
New York Central Odyssey-Vol 1 (2 tapes)	$57.95
New York Central Odyssey-Vol 2 (2 tapes)	$57.95
Nickel Plate and AC&Y	$23.95
Pacific Northwest Kaleidoscope	$31.95
Pennsylvania Railroad	$31.95
Rio Grande Odyssey (2 tapes)	$57.95
Rock Island Railroad	$31.95
Santa Fe Odyssey - Vol 1 (2 tapes)	$57.95
Santa Fe Odyssey - Vol 2 (2 tapes)	$53.95
Santa Fe Odyssey - Vol 3 (2 tapes)	$41.95
Steam In the 50's - Vols 1 and 3, each	$27.95
Steam In the 50's - Vol 2	$19.95
Steam Shortlines of the South	$23.95
The Way West - Vols 1 and 2, each	$31.95
Union Pacific Odyssey - Vol 1 (2 tapes)	$52.95
Union Pacific Odyssey - Vol 2 (2 tapes)	$52.95
Trains, Trains, Trains . (children's tape)	$14.95
Twilight of Steam	$31.95

GREG SCHOLL VIDEO PRODUCTIONS

Cab Ride Over Kicking Horse Pass	$23.95
Cab Ride Through the Rockies Volumes 1, 2 and 3, each	$23.95
Canada's Canyon Route	$23.95
CN's Yellowhead Pass	$23.95
CP's Kicking Horse Pass	$23.95
Chicago & North Western Mainline West	$45.95
Santa Fe Pictorial	$23.50
Southern Pacific Pictorial	$23.50

HIGHBALL PRODUCTIONS

Best of Conrail	$27.95
Bridge Line-CP Rail's D&H	$27.95
Conrail's Chicago Line - Vol 1	$27.95
Conrail's Chicago Line - Vol 2	$27.95
Conrail's River Line	$27.95
Highball Through the Rathole	$27.95
Sand Patch Weekend	$27.95
Santa Fe Across Arizona	$27.95
Southern Pacific In Southeast Arizona	$27.95
The West End - CSX's Mountain Div	$23.95

JMJ PRODUCTIONS

Vintage Rails - Vol 1 . (D&H)	$31.95
Vintage Rails - Vol 2 . (UP & NKP)	$31.95
Vintage Rails - Vol 3 . (PRR, Milw Rd, etc.)	$31.95
Vintage Rails - Vol 4 . (FEC)	$31.95
Vintage Rails - Vol 5 . (ACL and SAL)	$31.95

MIND'S I

Alaska - Steel Rails Midnight Sun	$30.60
Alaska II - Where Trains Fly and Eagles Soar	$23.40
Alaska III - Giants in the Dark	$30.60

OVERLOOK STATION

Red Alcos, Green Mountains	$23.95

What's New

G. TRAIN VIDEO PRODUCTIONS (GTVP)

BN - The Thayer Sub (Springfield, Mo. to Memphis, Tenn.)	$27.95
CSX - S&NA North Sub (Birmingham, Ala. to Nashville, Tenn.)	$27.95

GOODHEART PRODUCTIONS

Steamtown Grand Opening	$23.50
611 Birmingham Memories	$23.95

GREEN FROG PRODUCTIONS

Best of Passenger Trains - The West	$28.95
Rails Chicago '95 - The Hot Spots	$23.95

GREG SCHOLL VIDEO PRODUCTIONS

America By Rail - Vol 1 - The Heartland	$19.95
America By Rail - Vol 2 - The West Coast	$19.95
both America By Rail tapes	$35.95

HERRON RAIL SERVICES

Colorado Glory	$39.95

HIGHBALL PRODUCTIONS

Sherman Hill	$27.95

MC-KAN VIDEO

Santa Fe's Panhandle Subdivision	$29.00
Santa Fe's Waynoka Subdivision	$29.00
The Big Three in KC (ATSF, BN and UP)	$29.00

PENTREX

Burlington Northern's Crawford Hill	$23.50
#California Northern	$23.50
Cincinnati, New Orleans & Texas Pacific	$35.95
Doublestacks Over Tehachapi	$9.95
HHS-Railfanning Southern Calif in the 1950s	$28.50
HHS-Santa Fe's Pasadena Subdivision	$28.50
both Historic Hot Spots tapes	$54.95
Pacific Electric-Remembering the Red Cars	$31.95
Santa Fe: The Diesel Locomotive	$9.95
Steamtown Grand Opening	$14.95
The Crandic Route	$25.95
##The Joint Line (Denver to Pueblo)	$14.95
#The Stormy (SP's Lordsburg Dist)	$23.50
##Today's Steam Across America	$14.95
#U-Boat Survivors	$23.50
# price after 12-31-95: $28.50	
## price after 12-31-95: $23.50	

PLETS EXPRESS

C&NW in Northwest Wisconsin	$38.95

RAIL INNOVATIONS

The Tail End (ride on a CN caboose)	$23.95

RAILWAY PRODUCTIONS

Santa Fe Main Line Series	
Chicago to Kansas City	$23.95
Kansas City to Gallup	$23.95
Gallup to Los Angeles	$23.95
all three Main Line tapes	$69.95

REVELATION AUDIO VISUAL

Broadway Limited	$23.95

CHARLES SMILEY PRESENTS

Santa Fe Desert Tour (Needles Subdivision)	$23.95

TRAINS MAGAZINE

On Location - BN's Chicago Racetrack	$23.50
On Location - Cajon Pass	$23.50
On Location - Horseshoe Curve	$23.50

THREE D'S RAIL VIDEOS

Santa Fe - Galveston to Temple	$27.95

PENTREX

Across Donner Summit	$28.75
Across Marias Pass	$28.75
Alaska Railroad	$31.95
Amtrak's Auto Train	$28.50
Amtrak's Northeast Corridor-Vols 1 & 2, ea	$28.95
Amtrak's Northeast Corridor - Cab Ride	$23.95
Amtrak's Turbo Trains-Cab Ride	$14.95
Arizona's Shortline Railroads	$28.95
Arkansas & Missouri	$28.95
British Columbia Railway	$31.95
Cajon Pass & Tehachapi Loop	$31.95
Central Mexico Rails	$28.95
C&O 2765 New River Masquerade	$23.95
Conrail Hot Spots East	$28.50
Continental Divide . . . (VIA Rail)	$14.75
Copper Canyon (Mexico)	$28.95
CSX - Southern West Virginia Coal	$28.95
Denver & Rio Grande Western	$31.95

PENTREX Continued

Durango & Silverton Narrow Gauge	$14.95
Eastern Kentucky Coal	$28.95
Eastern Quebec Ore Lines - Vols 1 & 2, ea	$23.95
Fraser Canyon Route (CP and CN)	$14.75
Frisco 1522 (St. Louis to Birmingham)	$23.95
Great American Train Rides-Vols 1 to 4, ea	$11.75
Green Bay Route	$28.95
Horse Shoe Curve	$28.95
Into the Allegheny Range - Vols 1 and 3, ea.	$28.75
Into the Allegheny Range - Vol 2	$15.95
Kansas City Southern	$28.95
Last of the Giants - Vol 1	$14.95
Last of the Giants - Vols 2 and 3, each	$28.95
LTV Mining Railroad	$31.95
Mexico's Pacifico Railroad	$28.95
Michigan Ore Lines	$14.95
Missouri-Kansas-Texas	$28.95
Montana Rail Link	$28.95
Monon - The Hoosier Line	$31.95
New York Central - An Insiders View	$28.95
Northern Mexico Rails	$28.95
Orange Empire Railway Museum	$14.95
Pentrex Preview - Vol 4	$14.95
Powder River Basin Coal Trains	$28.95
Raton Pass	$28.50
Sand Patch Grade	$28.95
Santa Fe's Arizona Mainline	$28.50
Santa Fe's Mojave Mainline	$28.50
Santa Fe's New Mexico Mainline - Vol 1	$28.50
Santa Fe's New Mexico Mainline - Vol 2	$28.50
Santa Fe Salute	$23.95
SD40-2s in the Canadian Rockies	$14.75
Southern Pacific Shasta Division	$28.95
Tehachapi	$23.95
The Rathole . . . (Norfolk Southern)	$28.75
Through The Rathole - Cab Ride	$14.75
Today's Chicago Railroads	$31.95
Today's Maine Railroads	$28.95
Union Pacific (movie)	$14.50
Union Pacific's Elegant E-9's	$14.75
Union Pacific's Feather River	$28.95
UP 3985 Over Cajon	$23.95
Warehouse on Wheels (CP Rail)	$14.75
Winter Along the Upper Mississippi	$31.95
Wisconsin Central	$28.95

PLETS EXPRESS

Alcos in the Corn Belt	$31.95
Alcos on the Green Bay & Western	$31.95
C&NW's Iron Ore Route	$27.95
Dakota, Minnesota and Eastern	$31.95
Duluth, Winnipeg & Pacific	$31.95
Trains of Algoma Country	$31.95
Twin Cities Hot Spots	$38.95

RAIL INNOVATIONS

A Superior Winter (CP Rail)	$23.95
Alcos in the Highlands (Cape Breton & Central Nova Scotia)	$23.95
Algoma Central Railway	$23.95
CP Rail Conquers Rogers Pass	$23.95
CP Rail North of Superior	$23.95
CP Rail's Big Alcos	$23.95
Muskoka Railroading . . (Toronto area)	$23.95

REVELATION AUDIO VISUAL

Mexican Fiesta (two-tape set)	$41.95
Penn Central	$23.95
Rails on Vancouver Island	$23.95
Silver & Blue (VIA Rail)	$23.95
To The Northern Lights (Churchill)	$23.95
Towers: CSX's Living Relics	$23.95

VIDEO RAILS (Pentrex)

Amtrak - The Surf Line	$23.95
Beaumont Hill	$23.95
Blue Mountains - Vols 1, 2 and 3, each	$23.95
Cab Ride - Amtrak's Surf Line	$15.75
Cab Ride - Beaumont Hill	$15.75
Cab Ride - Cajon Pass	$15.75
Great Northern - Vols 1, 2 and 3, each	$21.75
Train Wrecks, Crashes & Disasters	$23.50
Union Pacific 6900s - The Centennials	$9.95
UP's Turbines of the Wasatch	$23.95

WB VIDEO

Blue Ridge Steam	$31.95
Milwaukee's Mighty Electrics	$31.95

Postage & Handling

United States: $3.50 per order (no charge for orders over $100.00)
Canadian and foreign: $3.50 for first tape; $1.50 for each additional

Fast Service

500 Titles in Stock
Write for free list

Colorado residents add 7.50% tax

U.S. and Canadian Credit Card Holders Order Toll Free
1-800-344-1106
Mon-Sat 8 a.m. to 10:30 p.m.; Sun 1:00 p.m. to 10:30 p.m., Mountain Time

- **MasterCard**
- **Visa**
- **Discover**
- **American Express**

Order now from:

McMILLAN PUBLICATIONS, INC.
9968 West 70th Place
Arvada, Colorado 80004-1622

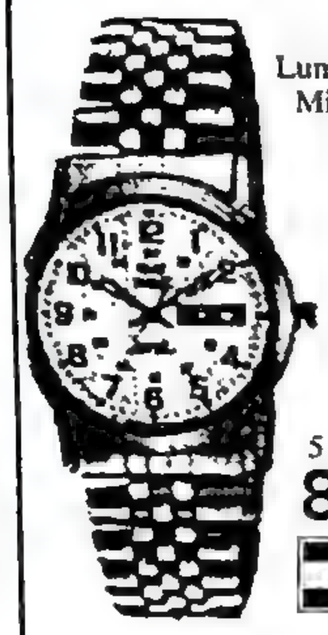
24-Hour Fax: 1-303-456-2049
Voice: 1-303-456-4564

SUPER BUY

Official Standard Railroad Approved Watches

QQ 1611 Yellow Gold Tone
QQ1785 White Crome

$39.99
List Price $75



24 Hour Dial • Day-Date
Luminous Hands and Hour Markers
Mineral Crystal • Water Resistant
1 Year QQ Limited Warranty
30 Day Money Back
GUARANTEE

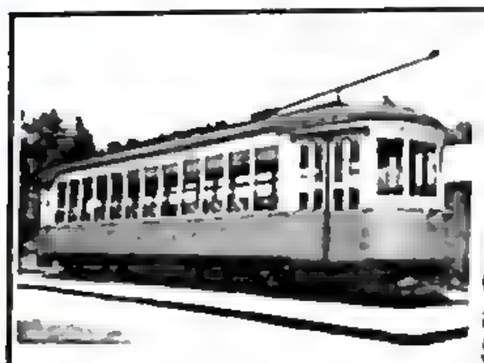
Seiko YG RR $122.50
Seiko SS RR $87.50
2 Year Seiko Limited Warranty
Citizen YG RR $80.50
Citizen SS RR $56.00
5 Year Citizen Limited Warranty

800-305-1311

VISA MasterCard DISCOVER

Add $4.00 Shipping
In Ohio Add 6% Sales Tax
CSXRR Amtrak - Conrail
Employees - Payroll Deduction Terms

McClain Railroad Jeweler
3790 Edinburgh • Youngstown, OH 44511



TROLLEY TAPE VOL.2

Relive the vintage days of trolleys and interurbans. See cars from Brill, St. Louis Car Co., Pittsburgh Car Co., Third Ave. Railway, Waggonfabik Witzer. Peter Witt and PCC cars, closed and open summer cars, single and double truck cars and some of the most interesting trolley museums in America. 60 minutes $39.95

NY STATE RES. ADD 8.25% STATE TAX.
ADD $3.00 PER ORDER SHIPPING

HI-IRON RAILROAD VIDEOS
PO BOX 155, MASPETH, NY 11378

Warning: Our Newest Products come with Rules.

100% Cotton Hanes "Beefy-T" T-Shirts S-XL $12.95 Postage Paid
95/5 Lee Heavyweight Sweatshirts M-XL $23.95 Postage Paid
*Add $1.50 per item for XXL. Foreign shipment, add $3.00 per order.
All payments in US funds. Drawings not to scale. MI Residents add 6% Sales Tax.

Water Level Industries
Dept. R • P.O. Box 700463 • Plymouth, MI 48170
1 800 WLI-RAIL • WLI1@aol.com

tape we received here was **"The Official Steamtown Grand Opening Video"** from Goodheart Productions, P.O. Box 47131R, Chicago, IL 60647; 800/482-1522 or 312/384-3804, 60 minutes, $29.95 (VISA and MasterCard accepted) plus $3.00 shipping (Ill. res. add 8.75% sales tax); followed by **"Steamtown Grand Opening"** from Pentrex, Box 94911, Pasadena, CA 91109; 800/950-9333 or 818/793-3400; 60 minutes, $19.95 (VISA, MasterCard, Discover and American Express accepted) plus $4.00 shipping (Calif. res. add 8.25% sales tax).

The Steamtown Grand Opening was the biggest steam event in 1995 so far, and, arguably, it ranks as one of the better post-steam era events. It involved seven live engines, six of which participated in a "grand parade" in front of more than 10,000 spectators. The locomotive that steamed the furthest to attend was Twin Cities-based Milwaukee Road 4-8-4 261 (1500 miles), and the visiting locomotive less travelled was the Reading, Blue Mountain & Northern 4-6-2 425 (50 miles). Other visitors included Susquehanna 2-8-2 142 and Lowville & Beaver River Shay No.8, which joined Steamtown's own Baldwin 0-6-0 No.26, CPR 4-6-2 2317 and CNR 2-8-2 3254. The ferry move of Milwaukee 261 was a multi-day affair which included daylight running on the Buffalo & Pittsburgh between New Castle and Buffalo and also on CP Rail between Binghamton, N.Y., and Scranton.

Both tapes run 60 minutes long, and each has its strong points of coverage. The Pentrex tape opens with scenes around the park which lead straight into the grand parade and related switching, with small bits of ambient narrating by master of ceremonies Bill Withuhn and none of the formal speeches (speechless coverage?). Then, the Pentrex tape presents the inbound ferry moves, starting with the 261 taking coal at New Castle, Pa., and continuing with 261 traversing hills and curves of the Buffalo & Pittsburgh, the day of delay at Buffalo, a pair of runbys in the rain (with a Soo Line SD40 coupled behind 261) on Conrail's Southern Tier and few scenes of the 261 and passenger train trundling solo down the DL&W from Binghamton to Scranton and crossing famous Tunkhannock Viaduct (mispronounced and misspelled "Tunnhannock").

Goodheart starts the inbound coverage with a scene on the BN/WC connection in the Twin Cities, and follows with only a single spirited runpast on the B&P and two scenes of the 261 on Tunkhannock. The grand parade is fully covered using the live narration by Superintendent Terry Gess and emcee Bill Withuhn, followed by segments of the formal speeches and the actual spike-pullin'-o'-the-ribbon. Both tapes contain complete runby coverage of the diesel portion of the NRHS Convention special powered by Delaware Lackawanna C425s and D&H-liveried RS32 #32 and the Pentrex tape has more coverage of 261's inbound ferry move.

Next in both tapes comes the coverage of the steam-powered portion of the NRHS train, plus the nearly steady parade of Moscow-bound excursions over the next four days. The Pentrex coverage ends mid-day Sunday, and, as luck would have it, the sun and blue skies were out late Sunday afternoon and all day Monday followed by a bright, white sky on July 4th.

Overall impressions: I found both tapes are competent, well shot and narrated. Goodheart used four crews — one state-of-the-art BetaCam, two Hi8s and one professional-quality "three chip" camera — to cover the event, therefore there are more runbys of each train and on each day, though the video quality, shooting style and steadiness varies. Pentrex had one BetaCam there. Also, while the Pentrex tape has more coverage of the 261 ferry move than Goodheart's and it is well illustrated with maps, the Pentrex "establishing scenes" of the museum and roundhouse appear to have been shot before the grand opening, so the place is nearly empty, with just a few people in the museum and one live engine in the roundhouse. Goodheart's tape has no maps, but the roundhouse scenes are full of people actively enjoying the museum with five live engines facing the camera and a roundhouse area packed with visitors. Additionally, the Goodheart tape has several colorful "talking heads" among the runby scenes, and the Sunday, Monday and Tuesday coverage appears as an impressive parade of steam-powered trains, including the Tuesday afternoon triple-headers.

In the case of these two tapes, I'd say you get what you pay for. At $19.95, the Pentrex tape gets you competent, moderately paced coverage of most of the event. For $29.95, the Goodheart tape — sanctioned by the Steamtown Grand Opening Committee as the "official" tape — gets you enthusiastic coverage of the entire event. And portions of the Goodheart proceeds will be donated to the Lackawanna & Wyoming Valley Chapter NRHS fund raising effort to restore Steamtown's B&M 4-6-2 3713 — M.D.

Over 350 RR Emblems
Embroidered Cloth
DEALER INQUIRIES INVITED
137 Old Long Ridge Rd., Stamford, CT 06903
Catalog & 3 Samples $2.50
W.N. RICH

FREE CATALOG
BOOKS FOR CHRISTMAS
DPA-LTA ENTERPRISES, INC
DEPT. RR, PO BOX 3000
CHAMPLAIN, NY 12919-3000

Ask About Our
RAILROAD PARTY IN-A-BOX®
1-800-375-3943

FREE RR GAME
or video with every party box. Engineer's caps, buttons, patches, invitations, gift wrap & napkins included.
SMITH-THOMPSON
P.O. Box 828
White River Jct., VT 05001
Free RR gifts catalog

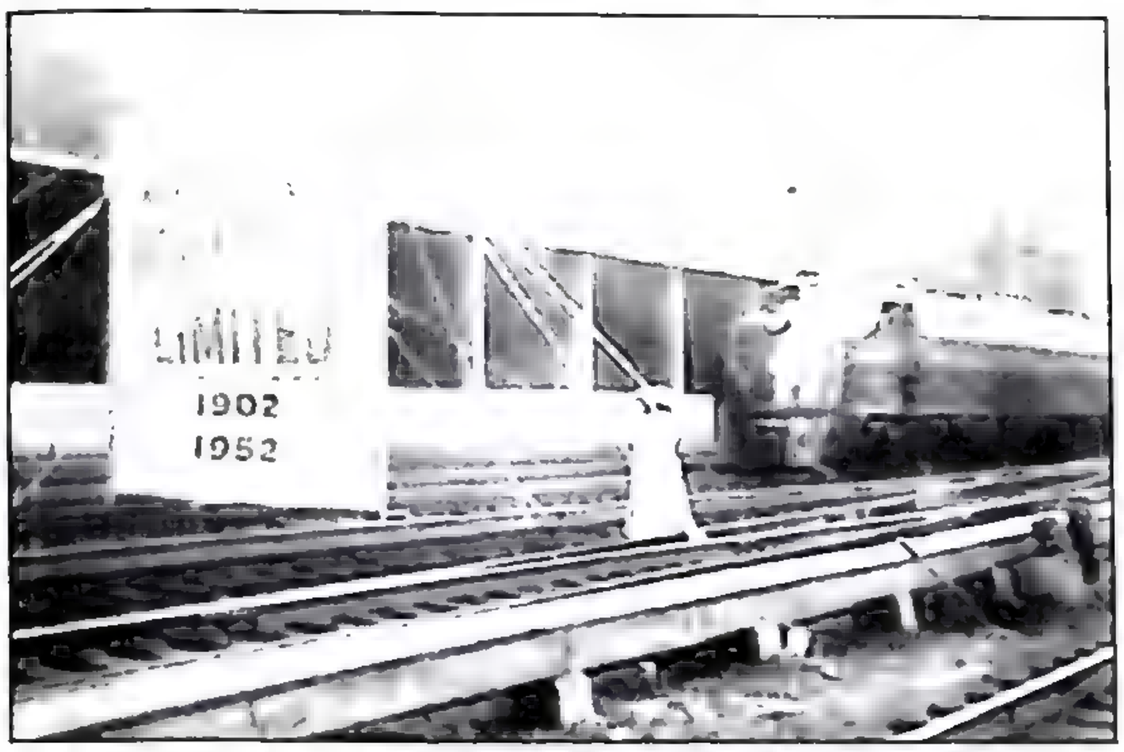
NEW HAVEN POWER 1838-1968
• 608 Pages
• 1,350 Photos
• 16 Color Paintings
$80.00 plus $4.00 S&H
Send SASE for brocure

A. STAUFER 2244 Remsen, Medina OH 44256

Broadway Limited

1902 - 1995

CHICAGO CEREMONY 6 - 15 - 52 Richard H. George



VHS VIDEO 1 HR 40 MIN

A PROFILE -

YOUTH: Sprinted to a world's speed record.
MATURITY: Became Standard Bearer for the Standard Railroad of the World
OLD AGE: Lost identity; paths became wayward.

In any age, a certain dignity surrounded one of the great names in railroading.

Through archival footage, relive the Pennsy era of All-Pullman #28-29. Although the "real" BROADWAY ended in 1967,the name survived through the troubled Penn Central years. Amtrak restored twin-unit diners and observation cars, creating a showcase train in 1972. Ride and watch the PRR, PC and AMTRAK versions, including FIRST and LAST AMTRAK trips out of Chicago.
If you ever rode the "BROADWAY", you won't want to miss this one hour tribute.

TO ORDER:
Send check or M.O. (no credit cards) for $29 + $3 postage to: REVELATION A.V. - BOX 129 - TALLMADGE, OHIO 44278

OTHER PASSENGER TRAINS VIDEOS BY REVELATION:
$29 EACH / FOR $49 / ANY 4 FOR $79

PRE-AMTRAK:

"THROUGH THE GUIDE" 115 Minutes Survey of varnish from over 40 lines, 1950s-60s.

AMTRAK:

"AMTRAK 20" 95 Minutes. 1971-1991 Over view of nationside activity. Emphasis on colorful early years.
"RAILSCAPES" 110 Minutes. 9,000 miles of America the Beautiful from 12 scenic trains. Made in 1991.
"AUTO TRAIN" 60 Minutes. Watch & ride the original and Amtrak versions. Three domes operated in 1992
"SUNSET TRANSCON" 120 Minutes. History, plus FIRST Miami-L.A. run in April, 1993. Also Mission Tower, S.W.CHIEF.

AMERICAN-EUROPEAN EXPRESS:

"GREENBRIER LIMITED" 60 Minutes. Noble attempt to restore luxury to rails. Aboard a 1991 round trip.

CANADA:

"SILVER & BLUE" 75 Minutes. 1994 Toronto - Vancouver journey aboard a refurbished classic from the 50s.

"TO THE NORTHERN LIGHTS" 65 Minutes. Churchill wonders: FP-9s, steam heat, blizzard, polar bears, aurora...
"RAILS ON VANCOUVER ISLAND" 65 Minutes. Aboard the E&N Dayliner, plus historic logging, CP freight & ferry operations.
"CANADA'S SHOWCASE" 112 Minutes. WINTER in Dominionl Filmed on the CP route "CANADIAN" in 1990, plus older films.
"BLACK DIAMOND TO GASPE" 104 Minutes. L.V. 353 private car ride aboard "MONTREALER" and "CHALEUR" to Quebec's pristine Gaspe' Peninsula.
"VIA EAST" / "MARITIME MLWs" Two Hours total (2 programs on one tape). First features "ATLANTIC" and "OCEAN"; Second half devoted to CAR / CN freight.

MEXICO:

"CARITAS CHRONICALS" 3 Hours / two tapes $49 (counts as two tapes). Survey 3,000 wonderful miles in northern Mexico, including Durango Loops and the Devil's Spine 3 % grade. Ride a caboose roof! Includes U.S. prelude.

TO ORDER: See Information and address above. Postage is $3 regardless of the number of tapes ordered.

Since 1992 R.V.Q. has served to showcase some of the best amateur video. Subjects range from Amtrak and transit to a tunnel breakthrough, historic C&IM 4-4-0s, towers in twilight, and rare diesels.

Railroad Video Quarterly

Each issue is a full TWO HOURS. Our AUGUST 1995 issue (#12) includes: A Cigar for Amtrak; FRISCO passenger trains of the 60s; 1953 ride aboard the WABASH "BLUE BIRD"; Englewood Tower; C&IM SD-9s; KCS in Arkansas; Mt. Rainier Geared Triple-Header and a limping Mexican Shay; several other segments.

COMING IN NOVEMBER: FL-9 ride to Danbury; W&LE Operation Lifesaver staged (and unstaged!) crashes; "BROADWAY" finale; Fostoria; Trackside in Autumn & more.

FREE TRAINS 1996 Calendar with each subscription, while they last! Cost per year (4 issues) is $58 postpaid. After Jan, 1: $64. Single issue is $18 + $3 postage.

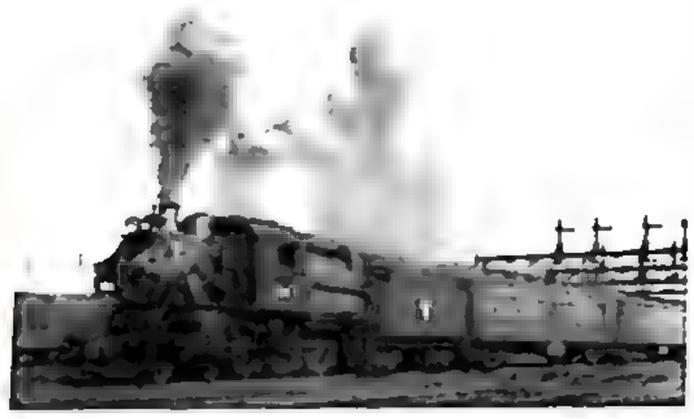
COLLECTORS: Issues 1 thru 12 available as a PACKAGE for $180 Postpaid This covers Nov. 1992 (issue #1) through Aug. 1995. Order soon!

CONTRIBUTORS: If you have video or films of interest, please write us for guidelines for representation in a future issue.

TO ORDER: Send check or M.O. (no credit cards) to R.V.Q. - BOX 129 - TALLMADGE, OHIO 44278.

BOOKS ON EASTERN RAILROADING

The Route Of Phoebe Snow $24.95
by Shelden S. King
Pennsy K-4's Remembered .....$ 6.95
by Frederick Kramer
Electric Trains To Reading Terminal $17.95
by Wes Coates
The Handsomest Trains In The World ...$15.95
by Greenberg & Kramer
The Morristown & Erie Railway .....$ 8.95
by Bob Pennisi
26 Miles To Jersey City .....$ 8.95
by Pete Komelski
Lehigh Valley Railroad Passenger Cars ..$13.95
by Mickey & Warfel
Railroad Stations Of New England Today
Vol. 1 The Boston & Maine .....$ 7.95
by Mark Beauregard.
The Northeast Railroad Scene series
(a brief look before Conrail)
by Bob Pennisi
Vol. 2 The Lehigh & Hudson River ....$ 4.00
Vol. 5 The Jersey Central .....$ 6.00
Vol. 6 The Penn Central $10.00
Change At Ozone Park $18.95
by Herbert George
The Hard Coal Carriers - Vol. 1
"First Generation Geeps" by Gerard Bernet..$19.95



NEW BOOK ! ! !
The Hard Coal Carriers- Vol. 2
"Camelback Twilight"(The last Years of Jersey Central's Passenger Camelbacks.)
by Gerard Bernet.....$19.95
A 96-page soft cover book with over 130 photos, maps, diagrams roster & data info. Black & white with color covers, this book not only tells of the locos, but also the passenger cars they pulled. Also a look at Dunellen yard and some towers. This book is a diesel lovers look at camelback operations on the CNJ.

Hard Cover Books:

We are now handling total distribution of Tri-State Railway Historical Society books:
The Lackawanna Railroad in Northwest New Jersey
by Lowentbal & Greenberg $39.95

Photographs.....$2.50 each
Our catalog lists over 5500 different steam, diesel, electric & trolley photos printed on 8x10 paper. The catalog also lists books of other publishers, videos and misc. railroadiana.
Catalog....$1.00 (free with order)
(new catalog each March)
ORDERING INFORMATION:
Orders under $25.00 add $2.00 postage & handling
New Jersey residents add 6 % sales tax
Foriegn orders add 10% for shipping (minimum $4.00) (allow up to 4 weeks for delivery)

Dealer inquiries invited.

Dept. R
P.O. Box 114
Flanders, NJ 07836

RAILROAD AVENUE ENTERPRISES

On the Menu

BY JAMES D. PORTERFIELD

Is it Flattery?

In March 1994 this column reported on a successful fund-raising idea implemented by the New York, Susquehanna & Western Technical & Historical Society. The idea was a gem of simplicity: with the cooperation of a working railroad, design a china pattern suitable for use in the line's business car, order an overly large production run of the china, use it on an excursion run to certify it as authentic, then sell the surplus sets and pieces to interested Society members and china collectors. It's one of those "everybody wins" situations.

Tim Stuy, who was one of the driving forces on that NYS&WT&HS effort, called recently to say that he had become involved with a new group, the New Jersey Midland Railroad Historical Society (dedicated to independent railroads operating in northern New Jersey and southern New York states). That group, he reported, was seeking ways to raise money and turned to the experience of the earlier group. They engaged a working railroad, this time the northern Jersey-based Morristown & Erie Railway, Inc., to create and use a custom china pattern. The M&E's President Ben Friedland, became so wrapped up in the idea that, with the assistance of noted rail china authority Dick Luckin, author of the encyclopedic rail china guide *Dining on Rails*, he designed the china himself. Friedland adapted the Lackawanna's Buffalo Pattern to his own line's graphic elements. The result is an ivory-white china that features, on a dinner plate, a gray pinstripe along the outer rim and a gold pinstripe followed by a gray pinstripe along the inner rim. The Morristown & Erie's herald, a gray Erie Lackawanna-like diamond with a gray "M&E" on a gold circle, is set at twelve o'clock between the two rings of stripes. The final design was carried through production by Dick Luckin's company, China Concepts (621 Cascade Court, Golden, CO 80403 303/278-0669). The Morristown & Erie purchased 14 of the 72 five-piece place settings for use on business car trips. The remaining sets, consisting of a dinner plate, salad plate, vegetable dish, cup and saucer, are available from the New Jersey Midland Railroad Historical Society (P.O. Box 6125, Parsippany, NJ 07054) for $85.00. Other items include a butter pat ($15.00), and sugar bowl with lid ($40.00), and an eleven-ounce water glass with the M&E herald in simulated etch

The Ski Train

By Steve Patterson & Kenton Forrest. For almost 60 years the Rio Grande Railroad and its successor Southern Pacific have operated ski train specials from Denver. Here is the whole story of how Colorado's billion-dollar ski industry started from passenger trains, and how and why the ski train is still serving today. The authors examine operations and equipment, and review other past and present North American ski trains. 8 1/2 x 11 format, 80 pages over 130 illustrations including 8 pages in color. Softbound **$16.95** (+2.00 shipping)
Prepublication special $13.95 thru 12/31/95 (+2.00 shipping)
Limited hardcover edition signed and numbered $29.95 (+3.25)

COLORADO RAILROAD MUSEUM
P.O. Box 10 Golden, CO 80402
800-365-6263 / 303-279-4591
fax 24 hours 303-279-4229

We're your railroad book source, call us first!
Memberships available
charge to your credit card!

($2.50 ea[illegible] cup and saucer ($35.00) [illegible]), and creamer ($25.00) [illegible], but are in short supply. [illegible] add $4.00 shipping and han[illegible] Each order comes with a letter on Morris[illegible] & Erie stationery certifying the china is in use on the railroad. And it's still not too late to give for the holidays.

Does imitation amount to the sincerest form of flattery when the imitator is the original practitioner? Something to think about on those cold winter nights in front of the fireplace.

We'd like you to meet...

Peter Bergs

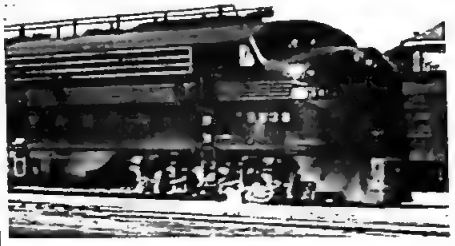
The author of the feature on TVA's Gallatin Fossil Fuel Power Plant in this issue didn't always live in Tennessee. He was born in 1956 near White Plains, N.Y., and some of his early railroad memories include his father commuting to New York City on the New Haven "behind those fabulous electrics which seemed almost never to be on time."

Pete's family moved around, first to Plainfield, N.J., then to Virginia where the family frequently explored the beauty of Washington, D.C. "We then moved to the hard coal mining regions of eastern Pennsylvania," he recalls, "and those endless black strip mines and their culm banks looked absolutely dreadful, especially in dreary weather. But living on a 65-acre farm was sheer heaven for a young boy, a dog and eleven cats. And Pottsville was nearby with those two big signs that always caught your eye high up on the city's few tall buildings — the Necho Allen Hotel and Miner's National Bank signs." Peter recalls that Pottsville also still had tracks where the parking lots are now, and that Reading covered wagons were frequently there, as observed by Dad and the boys while Mom shopped at Pomeroy's. Pete says "I was too young to identify them, but I remember there were different types, and I recall wondering what the B-units were. Then in 1963 we moved between Phoenixville and Pottstown. The Reading always had a Baldwin switcher behind Pottstown station, and that Baldwin got thoroughly climbed over and examined several times.

"The railroad bug got worse with a cab experience for Dad and his 13-year-old son

A PENNSY DIESEL POWER REVIEW by Paul Carleton

On August 15th, our newest book went to press and should be ready by this time. This big 224 page effort contains a comprehensive look at the diesel power of the Standard Railroad of the World, all in one volume. Also within the pages is an expansive chapter written by Bert Pennypacker that helps us to understand those first years of diesel service on the Pennsy. Included are hundreds of photos in black and white and color by a number of people.



Priced at: **$44.95, order from,**
D. CARLETON
P.O Box 1827-Dunnellon, FL 34430

CARSON HOME VIDEO

We've been so busy

sending these programs to all of our *regular viewers* that we almost forgot to let everyone know about them:

Ride a Canadian LRV (and a PCC)

Toronto's Dundas & Harbourfront Lines

The last real streetcar system in North America with all that entails, ie: plenty of special work, depot track, trolley poles & very frequent service! Combine that with the large trolley bus system still extant while this program was produced and you have a fascinating video experience that includes the newly built Harbourfront line served by PCC's. 1 hour, 15 minutes.

" This tape captured the sounds I remember of streetcars and trolley buses more than any tape I purchased...It brought back memories of 40 years ago when I was riding PCC's."...Don Hutchinson, Alabama.

A Desire Named Streetcar: New Orleans St. Charles Line

Genuine 1920's streetcars captured on video

Experience the whine of the gears, the thumping compressor, hiss and screech of air brakes as the car moves to the motion of the rails.... a virtual trolley fan's symphony! The things that made you love streetcars in the first place are captured in video with hi-fi stereo sound, as you may never have heard traction recorded before! This program covers both the Riverfront line and St. Charles in their entirety, as well as Carrollton Carbarn. 1 hour, 15 minutes.

" I have reviewed...(this tape)...about 25 times...an instant classic."...Jay O'Brien, Illinois.

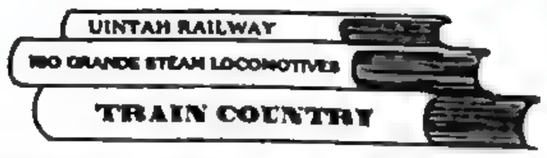
CARSON HOME VIDEO P.O. BOX 42582 Philadelphia, PA 19101

Above VHS video programs are $33.00 Postpaid in USA (VISA, Mastercard, check)

24 hour order line 215/632-4600 • Fax 215 632-4030

$34.00 each in Canada, $37.00 each by air anywhere in the world

(checks o.k. in US Dollars, Deutschmarks on German Banks, Eurochecks in DM, Pound Sterling on UK Banks).



Look forward to the *best* railroad reading!

ILLINOIS CENTRAL: MAIN LINE OF MID-AMERICA by Don Heimburger. 128-page hardbound all-color book featuring lots of steam power, diesels and passenger equipment from the 40s, 50s and 60s. Black Geeps, orange and chocolate brown diesels and passenger trains, all in striking color! Large format 10' x 11" with laminated cover and index. $42.95 and $4.00 shipping. Also available Green Frog's Illinois Central two-tape video, $69.95 and $4.00 shipping. If ordered with book one $4.00 shipping charge.

UINTAH RAILWAY by Henry Bender tells the story of this unique 3-ft. Colorado/Utah gilsonite-hauling road. 240 pages, 290 illustrations, 8 1/2 x 11" hardbound. $39.95 and $4 postage.

RIO GRANDE STEAM LOCOMOTIVES by Donald Heimburger traces the D&RGW's standard gauge steam locomotives from the early days to the last of steam. 200 pages, large format 9 x 12", 140 photos, 26 folio drawings. $41.00 and $4 postage.

TRAIN COUNTRY illustrates the history of the Canadian National Railway ("World's Greatest Travel System"). Beautiful *photos!* 192-page, 10 x 11 1/4, softbound, nearly 160 photos. $24.95 and $4 postage.

ALL ABOARD! THE CANADIAN ROCKIES BY TRAIN relates the incredible story of the CN and CP through the Rockies. Sixty duotone photos, 42 color photos, 144-page 8 1/2 x 10" softbound. $24.95 and $4 postage.

AMERICAN TRAIN DEPOT & ROUNDHOUSE is an exceptional collection of text and photos covering the evolution of depots. 200 color photos, 50 black & white photos, hardbound, $29.95 and $4 postage.

DINING CAR LINE TO THE PACIFIC An illustrated History of the NP Railway's "Famously Good" Food with 150 Authentic Recipes. 164-page softbound, 70 photographs. $19.95 and $3.50 postage.

TO ORDER: Add postage; foreign orders add 12%. Ill. residents add 7.75% sales tax.

Heimburger House Publishing Co.

7236 West Madison Street • Forest Park, IL 60130 • Phone orders (708) 366-1973

MOBILE GAIN

ANTENNA

Tuned to Railroad Band

as reviewed by Bruce Kelly in Railfan & Railroad

- 5/8 wave, 3db gain
- Tuned for optimum Sensitivity, 160-161 Mhz.
- Heavy-duty magnetic mount - other options

$62 PLUS $6 SHIPPING
Specify scanner type

Railcom 901-755-1514

Box 38881, Germantown, TN 38183

Documenting the Final Days of the Central Vermont Railway!

The Central Vermont Railway

A Yankee Tradition, Volume VII

- Award-winning author Robert C. Jones
- 192 pages, 57 color and over 200 b&w photos
- Locomotive roster and chronology
- Documents 1981-1995, including February 3, 1995

Price: $45.00 post-paid. For shipment to a VT address, please add $2.00 sales tax.

Send to: The New England Press
P.O. Box 575, Dept. RF
Shelburne, VT 05482

O. WINSTON LINK'S

"Trains That Passed In The Night"

★ ★ ★

55 minutes, Full Color and Sound.

$39.95 plus $5.00 s&h (Sales Tax Included)

Produced by Berwick Universal Studios and distributed in the U.S. by O. Winston Link, Railway Productions, Roanoke Division, P. O. Box 8461, Roanoke, VA 24014. VHS only. Checks or money orders accepted.

★ ★ ★

"'Trains That Passed In The Night' is a superb documentary that accurately and entertainingly preserves a genuine piece of Americana: O. Winston Link. Focusing on the people and the countryside rather than runbys of trains, it nevertheless captures in sound and imagery Link's steam era and brings it alive today. It is one of the finest programs ever assembled on a rail-related subject." *Mike Del Vecchio–Railfan Magazine*

on the Valley Forge Scenic's 4-6-2 No.425 (today's Reading, Blue Mountain & Northern 425) one Saturday morning while we were on a regular trip to the Kimberton post office. That was [illegible] Saturday morning, but around that [illegible] in 1969, another, sunny Saturday [illegible] railroad photography began with a [illegible] perfect Lionel Lebebe type wedge shot [illegible] 425 leaving [illegible] sides, the other end [illegible] outside Phoenixville. I had several [illegible] books and studied them religiously [illegible] only ever got that one shot of 425, though for the several years it ran there I could sit on the back porch and hear the whistle and watch the plume of smoke move through the trees away in the valley and imagine it was a real train decades earlier. But film was a special commodity to my parents who had survived the ravages of Josef Stalin and Adolph Hitler, and it was used to record family life and people — not railroading.

"I found out years later that my first actual train shot had been taken a few years prior to this when I was ten or eleven. The subject had been my mother standing next to our Pontiac GTO in a parking lot at St. Davids, Pa. Unfortunately, it turned out that the Pennsy main line ran past the parking lot, and the Pennsy had deemed it necessary to send a local freight past the moment I clicked the shutter. The photo shows a Baldwin switcher moving fast but with Pennsylvania readable on its side through the trees and brush, while Mom and the car are totally blurred as the camera suddenly panned.

"I only discovered that diesels could be deliberately photographed many years later when, having gone to Penn State, I got mixed up with the wrong crowd — the Model Railroad Club. Although I had been trying artistic black-and-white and my own processing and enlarging of Reading SW900s, RDCs, freight cars and PC GG1s, along with other subjects, I now saw that railroading could be the main subject. There was material-a-plenty then on Horseshoe Curve and in Altoona — Alcos, Baldwins, F-units and A-B-B-A E's on Amtrak; even the almost-derelict Bellefonte Central was fun. But film was still a problem, limited by a student's income.

"Family needs soon called, though, and because of that and uncertainty about my major, Geology, I returned home to spend many years in evening colleges, finishing a Business Administration degree and years of requirements for Engineering. Toward the end of this period, my employment started me travelling in field service engineering work in the chemical industry, then explosives, then electronics in which I still work. In fact, my first contact with power stations such as, but not at, TVA-Gallatin, was during 30 months of explosive welding engineering development and supervision

FOR A LIMITED TIME...

A CLASSIC

- All Classes
- All Phases
- 266 Photos
- 20 Full Color
- 104 Pages
- Fact-LadenText
- Not Available Elsewhere
- Hard Bound
- Art-Book Quality
- 350 Printed
- Short Supply
- Numbered
- Signed
- $56.95 p.p.

"Facts Not Available Elsewhere, Mix Of Action, Roster, Fine Night Views; Top-Notch Repro." - *(Railfan & Railroad)*

A. SHERRY

5410 Netherland Ave., Riverdale, NY 10471

to fabricate [illegible] headers. That took [illegible] for weeks where there was [illegible] Sundays when not working [illegible] to the rail yards, such as [illegible] Oklahoma, or Joplin, Missouri. [illegible] was fun though, and they still ran some F-units.

"Ten years with one large, multinational company now has taken me to live in both Carolinas, Pennsylvania and Tennessee, and to travel frequently elsewhere. The Carolinas were still short line heaven in the late 1980s with GE 70-tonners, Baldwins or Alcos everywhere, and everyone was friendly. The people are really nice in Tennessee and everywhere in Dixie. Southern folks are easy-goin' and not used to railroads as a hobby; NASCAR, fishing, and even airplanes, yes, but railroading, no.

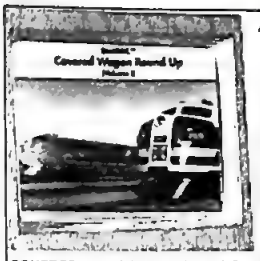
"I've been fortunate enough to railfan in 38 states and 13 foreign countries from western to eastern Europe, seeing DB 2-10-0s and 4-6-2s in regular service (their last years) flying by my coach window in the opposite direction on the scenic line through Heidelberg, leaving my mouth hanging open since I thought German steam was already dead in 1973. Then in 1980 I saw 2-10-0s from the *Istanbul Express*; a Vulcan 2-10-0 still alive in Turkey when the crew got me started in a whistle duel with a diesel; broad and narrow-gauge steam in Spain; Russian-gauge electrics and diesels while visiting relatives in now free-again-from-the-Russians Latvia, though the narrow-gauge of my mom's growing-up years stories (which always sounded like it must have been much like the Maine two-footers) was abandoned.

"My favorite railroad experience is probably a short cab ride in one of South Shore's Little Joes. What a view from so high up! I could only imagine what the Bitterroots and Rockies must have looked like from one.

"All in all, rail photography has been a very interesting hobby, taking me to beautiful places I otherwise wouldn't have gone and bringing me in contact with a lot of great people. At least it's kept me off the streets. And the point of rail photography, to me, is still, mostly, to try and take scenic views composed in such a way that observers will now see a railroad scene as something aesthetically pleasing. Though I am much more a photographer than a historian, and this article came about by opportunity rather than design, it certainly re-taught me the satisfaction of research and the importance of people. Gathering and organizing information is certainly interesting, especially when everything that's uncovered results in many more questions.

"But I'll still always have a curiosity about what's around the next curve. Is there a pleasing photo spot waiting to be found? That quest is the hobby's motivating force for me."

ROCKIN' GRATES HIBALL THE BLUES
Home towns, High Iron & Lakers
REAL ROCKIN' MODERN R.R SONGS BY A REAL LOCOMOTIVE ENGINEER/ GREAT MUSICIAN
Danny Adler
An 80 minute cassette of 20 all original songs with an R&B Band.
PP $10.00 + $2.50 handling
Send check/money order payable to:
Roogalator, Ltd.
5401 Hetzell Ave, Cincinnati, OH 45227
Call 513-271-9387 or FAX 513-527-3153
(Ohio residents add 6% sales tax)
The Railroad's Answer to Chuck Berry



AT YOUR FINGERTIPS AND
IN YOUR FACE!
Image quality equal to the original slides
Alan Miller & Vince Porreca Present
RomRAIL™
CLASSIC RAILROAD IMAGES ON COMPACT DISCS FOR DOS WINDOWS / MAC / PHOTO CD / 3DO / CDI
COVERED WAGON ROUND-UP (Vol.1)-Comprehensive visual history of EMD's classic Diesel. Spans 6 decades, 350 images, amazing variety of F-Units.....$64.95 (now shipping)
AMTRAK SILVER ANNIVERSARY- About 250 roster and action views. Evolution of passenger motive power. The early days to latest Genesis units.....$55.95 (Planned shipping Jan. '96)
MILWAUKEE ROAD MEMORIES - About 250 images, wide variety of motive power. Includes famous electrics. Nostalgic look at the "Route of the Hiawathas".....$59.95 (Planned shipping Jan. '96)
RomRAIL™ PO Box 22 Boulder, CO 80306-0022
Please add $1.50 shipping per title - CO Res. Add Sales Tax
DEALER INQUIRIES INVITED

14 All New Steam-Age Color Views For..... 1996

Featuring... Beautiful Views of Both Standard- and Narrow-Gauge Railroad Scenes!
FREE CATALOG!
ROCKY MOUNTAIN RAILROAD CALENDAR
HISTORIC SCENES FROM THE STEAM ERA!
Only..... $8.50 POSTPAID IN U.S.A.
SUNDANCE PUBLICATIONS Ltd.
250 Broadway • Denver, CO 80203
303/ 777-2880

CHESAPEAKE & OHIO

1996 Official Chessie Calendar

The 62nd edition of the most famous railroad calendar in America! Be a part of the great tradition of "America's Sleepheart," the cuddly kitten who came to advertise Chesapeake & Ohio Railway's passenger service in 1933 and stayed on to become the symbol of this great railway and its affiliates. Ideal for train lovers and cat fanciers! 12 fullcolor paintings showing Chessie and her family, including "Peake," her "Old Man." This year all the great illustrations from WWII are shown as well as other war-time ads. A great collection of typical patriotic illustrations featuring Peake and Chessie. *Only $8.95 + $3 S/H.*

Special Offer: Back issues of The Official Chessie Calendar: 1992, 1993, 1994, 1995, $6.95 each +$3 S/H or all four for only $18.95 + $3 S/H. If your collection isn't complete, order these! - Each has 12 great images.

NEW! - Chessie Afghan

48x70-inch blanket with classic Chessie in blue against cream background. Double ply quality blanket. Ideal for your sofa, or a great Christmas gift for cat lovers and railfans. Wonderful useable keepsake.

Only $49.95 + $5 S/H

NEW! - Re-issue of the famous Carnival Glass Chessie Candy Box

Originally issued as a corporate gift by C&O about 1960, this rare and valued item has been offered only once to the public, in the late 1960s. Made by Fenton Glass in W. Va., this beautiful Celeste Blue Carnival glass piece is $49.95 + $5 S/H. - One of the genuine high-class Chessie keepsakes. (Your UPS address required if you order of this item!)

1996 Chesapeake & Ohio Calendar - 13 great COLOR PHOTOS of C&O Passenger service 1950s-60s. Great action and stills. Appointment style: opens to 11x17.
Only $7.95 + $3 S/H.

New Book!

Chesapeake & Ohio in the Coal Fields
Hardbound, 112pp, 250 photos, maps, diagrams; 100-lb. enamel paper. C&O's coal country from Hinton, W. Va. to Russell, Ky; tipples, trains, cars, yards; history. Concentrates on 1930-60 era. $22.95 + $3S/H.

NEW!
C&O Dining Car Recipes 1947
Cookbook for diner recipes. Specially hardbound to open flat in the kitchen! Great for cooks or collectors! 160pp, illustrated.

$18.95 + $3 S/H

Va. residents add 4.5% tax. S&H maximum $7 per order, no matter how many items.
Foreign orders postage extra.
Order by Visa/Mastercard by phone if you wish: Toll free 1-800-453-COHS
Mon.-Fri. 9am-5pm; FAX 540/863-9159 anytime
(Include signature, card type, number, and ex. date) or send check/MO to:
C&O HISTORICAL SOCIETY
(Dept.RF) P. O. Box 79 - Clifton Forge, VA 24422

HIGHBALL PRODUCTIONS

THUNDER in the WASATCH

Soldier Summit-one of the best shows in railroading today, Southern Pacific on the old Rio Grande, with brand new AC4400CW's together with elderly SD45's and tunnel motors in the spectacular scenery of the Price River Canyon, over the Summit and down through Gilloolly to Spanish Oak Canyon. You'll thrill to the sight and sound of massive coal trains struggling up the grade with 3 AC units and 5 Rio Grande tunnel motor helpers, mutiple train meets on Gillooly, and six trains in fifteen minutes at Colton. This is one awesome place, and this is one tape you won't want to miss. **Running time two hours. $34.95 plus $3.00 S&H.**

The Fight For Soldier Summit

The Utah Railway-the other occupant of Soldier Summit, daily fighting their way up the steep Price River Canyon with 11,000 ton coal trains. They put on a magnificent show with SD40-2's and three F45's, one in Utah paint, we captured the action, together with lots of SP action in some glorious weather. This is one of the most spectacular places we've ever been, lots of terrific locations, magnificent scenery and hard working diesels, including F45's, SD45's, an MK5000 and AC4400CW's. Don't miss the Utah Railway and the SP in their fight for Soldier Summit! **Running time two hours. $34.95 plus $3.00 S&H.**

SPECIAL OFFER - Both Soldier Summit tapes - "Thunder in the Wasatch" and "The Fight for Soldier Summit" - four hours of incredible action video for $59.90 and we'll pay the shipping. Don't miss out, order your copies today.

Santa Fe Across Arizona

You'll see Super Fleet and regular paint in snow, hail and desert sunshine in this salute to the Santa Fe. You'll travel across Arizona in an 110 minutes of great Santa Fe action. **$34.95 plus $3.00 S&H**

Southern Pacific in SE Arizona

70 minutes of SP action in the Tucson Division. You'll see lots of SD45's and Tunnel Motors in some great locations. **$34.95 plus $3.00 S&H**
SPECIAL - SF & SP for $59.90 AND we'll pay the shipping!

Sherman

Sherman Hill, one of the greatest shows in railroading, Union Pacific between Laramie and Cheyenne, Wyoming. Highball Productions was on Sherman Hill at the end of June, 1995. We braved spectacular thunderstorms, fog, torrential rain and sunshine(!) to bring you all the excitement of big-time, main line railroading under the wide open skies of Wyoming. You'll follow the main line over "the hill" from Cheyenne, through Wycon, Speer, Borie, Granite, Buford, Sherman (elevation 8015 ft) Dale, Dale Junction, Hermosa Tunnel, Tie Siding, Colores and Red Buttes to Laramie, seeing power from SD40-2's to SD70M's, C30's to C44-8W's, with a good helping of CNW and run through power. **Running time two hours. $34.95 plus $3.00 S&H.**

Highball through the RATHOLE

The Rathole-CNO&TP's second district, now part of Norfolk Southern's Kentucky Division-infamous in the days of steam because of 27 tunnels and tight clearances. Daylighted and realigned in the early 60's, this busy North-South main line runs through two highly scenic area's-the deep cuts south of Tateville, and the massive rock cut at Kings Mountain. We visited the Rathole in May of 1995 and spent lots of time at both scenic locations. You'll see extensive coverage between Oakdale, TN and Danville, KY, with lots of brand new SD70's and C40-9's with heavy tonnage in some truly awesome scenery, especially the 140' deep Kings Mountain Cut. **Running time two hours. $34.95 plus $3.00 S&H.**

6 Blake Road
Epping, NH 03042-3000

Visa/Mastercard
To Order Call Toll Free 1-800-345-6985

CARSTENS BOOK DEPOT

[illegible]'s Wild [illegible] (A12027)	$9.95
[illegible] the Eas[illegible] Top (A12009)	$41.95
[illegible]ican Loco[illegible] Historic Photos (A14400)	$12.95
[illegible]rics's Workhorse Locos: the 2-8-2 (A13428)	$14.95
Appalachian Coal Mines & Railroads (A17292)	$15.95
Appalachian Logging (A17277)	$12.95
Atlantic Coast Line : The Diesel Years (A16136)	$49.95
Baltimore and its Streetcars (A13419)	$10.95
Baltimore & Ohio Heritage 1945-1955 (C52)	$7.95
B&O Streamlined Diesel Passenger Locos (A17290)	$15.95
B&O Steam Photos...A Pictorial (A17050)	$40.00
Baltimore Passenger Service Volume 1 (A17284)	$22.95
Beaumont Hill (A12035)	$48.95
Beauty of Railroad Bridges (12031)	$44.95
Bessemer & Lake Erie Railroad in Color (A14290)	$49.95
Before Guilford (A15901)	$39.00
Building the Independent Subway (A13404)	$13.95
Burlington Northern into the 90s (A15652)	$48.00
Burlington Route Color Pictorial Vol. 1 (A15655)	$49.95
By Streamliner New York to Florida (A13814)	$39.95
California Railroads (A12040)	$46.95
Cape Cod Railroads (A15550	$39.95
Camas Prairie (A16703)	$32.50
Cass Scenic Railroad of West Virginia (A00908	$8.95
The Challenger Locomotives (A14000	$35.00
Change at Ozone Park (A16862)	$18.95
Chesapeake & Ohio in Color: 1950-1975 (A17283)	$29.95
Chessie the Railroad Kitten (A17275)	$11.95
Chicago & North Western Memories (A15905	$39.00
Chic., Burling. & Quincy in Color, Vol 1 (A14293)	$49.95
Chicago's Commuter Railroad (A13809)	$24.95
Chicago Great Western (C39)	$12.95
The Circus Moves By Rail (C00084)	$39.95
The Circus Moves By Rail (C00085)	$54.95
Circus Trains, Trucks & Models (C70)	$12.95
Coal, Cinders and Parlor Cars (A16026)	$39.95
Colorado & Southern (A13803)	$13.95
Co. Memories of the Narrow Gauge Circle (C59)	$15.95
Colorful Colorado Railroad in the 1960s (A16081)	$42.95
Commuter Trains to Grand Central Term (A13420)	$7.95
Compendium of Amer R.R. Radio Freq.(A17400)	$16.95
Connecticut Company's Streetcars (C00082)	$21.95
Connecticut Company's Streetcars (C00083)	$26.95
Conrail, Volume 1 (A16903)	$39.95
Conrail, Volume 2 (A16904)	$39.95
Cumberland & Pennsylvania Railroad (C63)	$9.95
Delaware & Hudson in Color Vol.1 (A14275)	$45.00
Delaware & Hudson in Color Vol. 2 (A14287)	$49.95
Diesel Locos of CSXT & Predec. Color (A17287)	$19.95
Diesel Locomotive Rosters (A16306)	$24.95
Dining by Rail (A00803)	$35.00
Down Along the Old Bel-Del (A16860)	$35.00
East End: B&O's "Neck of the Bottle" (A17051)	$50.00
Electric Trains to Reading Terminal (A17250)	$17.95
EMC's FT (A16135)	$24.95
Erie Lackawanna East (A13424)	$9.95
Erie Lackawanna in Color Vol.1 (A14261)	$45.00
Erie Lackawanna in Color Vol.2 (A14273)	$45.00
Erie Lackawanna in Color Vol. 3 (A14286)	$49.95
Erie Memories (A13429)	$39.95
Erie Power (A14105)	$60.00
Erie Railroad in Color (A14259)	$45.00
The Erie Railroad Story (A14206)	$38.95
Extra South (C53)	$21.95
Fiddletown & Copperopolis (A12604)	$10.95
The Final Years NYO&W (C61)	$15.95
First Generation Geeps Vol1:(A16863)	$19.95
Forty Feet Below (A12617)	$13.95
From Horsecars to Streamliners (A14450)	$22.50
From the Lakes to the Gulf (A14451)	$48.50
Great Northern Pictorial Vol.3 (A15654)	$49.95
General Motors' F-Units (A13418)	$11.95
The Gilpin Gold Tram (A12613)	$32.95
Golden Decade of Trains: 1950s in Color (A14266)	$45.00
Grand Trunk Heritage (C66)	$11.95
Great Northern Color Pictorial Vol.1 (A15651)	$49.95
Great Northern Color Pictorial Vol.2 (A15653)	$49.95
The Great Yellow Fleet (A12028)	$45.95
Hoboken's Lackawanna Terminal (A13423)	$12.50
Horseshoe Heritage (A16133)	$7.95
Hudson & Manhattan Railroad Revisited (A14205)	$29.95
Ida Was a Tramp (C78)	$12.00
Illinois Central: Monday Mornin' Rails (A13812)	$49.95
Interurban Interlude (C76)	$14.95
The Jersey Central (A16853)	$6.00
Jersey Central Lines in Color (A14250)	$45.00
Jersey Central Story (A14211)	$37.95
Jersey City Westbound (A15750)	$29.95
Katy Diesels to the Gulf (A13806)	$39.95
Katy Southwest (A12404)	$24.95
Lackawanna Heritage 1947-1952 (C69)	$8.95
Lackawanna Railroad in NW New Jersey (A16203)	$39.95
Lake Michigan's Railroad Car Ferries (A13810)	$24.95
The Last of Steam (A12615)	$39.95
Lehigh & New England (C81)	$13.95
The Lehigh & New England Railroad (A15701)	$45.00
Lehigh Valley in Color (A14257)	$45.00
Lehigh Valley in Color Vol.2 (A14264)	$45.00
Lehigh Valley Railroad (A12614)	$44.95
Lehigh Valley Railroad NY Division (A15705)	$52.50
Lehigh Valley R.R. Passenger Cars (A16854)	$13.95
Light Rail Transit on the West Coast (A13425)	$13.95
Locomotive Coaling Stations (A17276	$6.95
Locomotives of the Seaboard system (A14210)	$36.95
Memories of N&W Power (A14212)	$34.95
Memories of O&W Power (A14204)	$10.95
Middletown: Home of the O&W (A12300)	$17.00
The Mighty 800s (A14001)	$35.00
Morristown & Erie Ry. (A16858)	$8.95
Motive Power of the Union Pacific (A14005	$52.50
Mount Lowe: Railways in the Clouds (A12042	$47.95
Narrow Gauge...Then and Now (A14500)	$14.95
Narrow Gauge to the Hills (A17095)	$20.00
New Haven Div.: Murray Hill to Cedar Hill (A15100)	$15.95
NYCentral's Early Power 1831-1916 (A14106)	$50.00
NYC Lightning Stripes (A14258)	$45.00
N&W Coal Car Equipment (A12612)	$5.95
N&W Railway's Magnificent Mallets (A17285)	$14.95
N&W and Virginian Railways in Color (A17291)	$33.95
NE RR Scene Vol.2: Lehigh & Hudson (A16850)	$4.00
NE RR Scene Vol.6: Penn Central (A16857)	$9.95
Northern New England Color Guide to Freight & Passenger Equipment (A14289)	$49.95
Northern Pacific Color Pictorial Vol.1 (A15656)	$49.95
Old Dominion Steam (A15501)	$12.95
On the Three Foot Gauge (A17097)	$17.95
The Overland Route (C60)	$12.95
Passenger Train Consists 1923-1973 (A16315)	$17.95
Pennsy K4's Remembered (A00909)	$6.95
Pennsy Power III (A14109)	$75.00
Pennsy Steam: A Second Look (A14208)	$37.95
Pennsy Steam A to T (A14209)	$36.95
PRR Color Guide to Frght. & Pass. Equip (A14263)	$45.00
PRR's Elmira Branch (A13811)	$29.95
PRR Hudson to Horseshoe (A14292)	$49.95
PRR Passenger Car Painting & Lettering (A17200)	$34.95
The Peoria Way (A16503)	$29.95
Pere Marquette in 1945 (A15251)	$12.95
Piggyback and Containers (A12041)	$47.95
Pike's Peak Cog Road (A12038), Abbott.	$36.95
Pullman Company List of Cars 1961 (A16316)	$14.95
The Putnam Division (A14425)	$14.98
R.R. Atlas of North America: CA. & NV (A00952)	$21.95
R.R. Atlas of N. America: Northeast U.S.A. (00953)	$21.95
The Railroad Night Scene (A15904)	$44.00
RR Photog: How to Shoot Like the Pros (A13808)	$24.95
Railroad Stations of New England Today (A16855)	$7.95
The Railroad That Came Out at Night (C65)	$12.95
The Railroad That Lighted So. CA (A13254)	$28.95
Rails Across the Tundra (A15126)	$9.95
Rails Beyond the Rutland (C54)	$12.95
Rail Transit Philadelphia 1940-1968 (A12810)	$32.95
Rails to San Francisco Bay (A13427)	$15.95
Red Arrow Lines Remembered (A00911)	$10.95
Remember the Rock (A13801)	$13.95
RF&P Railroad, The Capital Cities Route (A17294)	$28.95
Richmond, Fredericksburg & Potomac (A15903)	$42.00
Rio Grande Narrow Gauge Recollections (A12605)	$41.95
Rock Island in Color, Vol. 1: 1948-1964 (A14288)	$49.95
Route of the Phoebe Snow (A16861)	$24.95
Sand Patch: Clash of Titans (A17053)	$50.00
Santa Fe 1940-1971 in Color Vol.1 (A14269)	$49.95
Santa Fe 1940-1971 in Color, Volume 4 (A14291)	$49.95
Santa Fe Streamliners (A13422)	$17.95
Seaboard Coast Line Railroad (A17295)	$19.95
The Search for Steam (A12616)	$41.95
Southern Pacific into the '90s (A15657)	$35.95
Southern Pacific of Mexico (A12030)	$39.95
Steam Spirit (A15876)	$6.95
Steam, Steel & Limiteds (A14002)	$55.00
Stories From the Two Foot Gauge (A17096)	$17.95
Street Railways and the Growth of L. A.(A12037)	$48.95
Subway to the World's Fair (A00910)	$7.95
Supertrains (A00804)	$35.00
Susquehanna (C80)	$15.95
Tall Tales of the Rails (A17013)	$19.95
Tehachapi (A12023)	$48.95
The 20th Century Limited 1938-1976 (A17286)	$25.95
Those Magnificent Trains (A15600)	$14.95
Ticket to Silverton (A15500)	$9.95
Tidewater Triangle (A14252)	$45.00
Time of the Trolley (A12017)	$42.95
Timetable Treasury (A16307)	$19.95
Touring Pittsburgh by Trolley (A13426),	$14.95
Traction Classics Vol. 2 (A12027)	38.95
Train Freqs (A14440)	$6.95
Trains of America (A12607)	$44.95
Trains of Northern New England (A13405),	$8.95
Tweetsie Country (A17012)	$32.50
Tweetsie, the Blue Ridge Stemwinder (A17011)	$12.50
26 Miles to Jersey City (A16856)	$8.95
Twilight on the Narrow Gauge (A13412)	$8.50
Union Pacific Official Color Photo Book I (A14284)	$49.95
Union Pacific Streamliners (A14004)	$62.50
Vermont's Granite Railroads (A12208)	$34.95
Victory Branch R.R. of Vermont (A12611)	$9.95
Virginian Railway Locomotives (A17288)	$15.95
The Virginian Era (A17282)	$14.95
West End (A17052)	$50.00
West From Omaha (A16705)	$59.50
West Virginian Logging Railroads (A17289)	$19.95
White Pass and Yukon Route (A15125)	$9.95

To Order Call Toll Free 1-800-474-6995
24 Hours a Day. (Please Have Credit Card Ready)
Or Fax Your Orders To Us. 1-201-383-4064 For *Fast Service!*

Carstens Publications, Inc. • P.O. Box 700 • Newton, NJ 07860

I've enclosed $ _____ in: ☐ check ☐ money order ☐ credit card (no cash please)

Please send books indicated below:

Title	Book #	Price

CHARGE TO: ☐ American Express ☐ Optima ☐ MasterCard ☐ VISA exp. ___/___/___

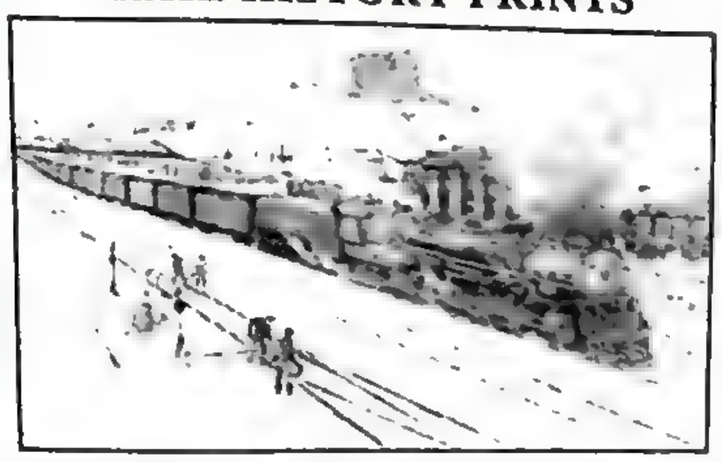
CARD # SIGNATURE

NAME STREET

CITY STATE ZIP

Postage & Handling: U.S. $2 per book; Foreign $2 per book plus 20%; N.J. residents add 6% sales tax; Canadians add 7% G.S.T. Allow 4-6 weeks for delivery. Prices subject to change without notice.

RAIL HISTORY PRINTS



GREEN RIVER CHALLENGER by John Bromley
Full color 16" x 24" - $20.00
Signed - $30.00. Add $3.00 shipping
SASE for information on other prints.
RAIL HISTORY PRINTS
14611 Jefferson St., Omaha, NE 68137
(402) 895-5482

The Railroadiana Collectors Bookshelf

The Illustrated Encyclopedia of Railroad Lighting, Volume 1 - The Railroad Lantern by Richard Barrett,- $59.95 plus $3.00 s&h.
Railroads of North America by Joseph Gross - $34.95 plus $2.00 s&h. Also available *Supplement No. 2* to *Railroads of North America* for $6.00 plus $1.00 s&h.
The Trolley & Interurban Directory by Joseph Gross - $30.95 plus $2.00 s&h.
Transportation Uniform Buttons by Donald Van Court - *Volume 1 Railroad* - $34.50 plus $2.00 s&h. *Transportation Uniform Buttons - Volume 2 Transit* - $39.50 plus $2.00 s&h.

New York State residents must include applicable sales tax.
Send $.32 stamp for our full catalog.
Dealer inquiries invited on all titles.

RRP
Railroad Research Publications
3400 Ridge Road West, Suite 5-266
Rochester, New York 14626-3495

Carl Loucks

...SELLING RAILROAD TIMETABLES
P.O. Box 484, North Haven, CT 06473

PUBLIC TIMETABLE SPECIAL:

The history of your favorite road told in timetables. Three system timetables, one from the 1940's, one from the 1950's and one from the 1960's. Choose from ATSF, ACL, B&M, B&O, CB&Q, C&EI, C&NW, C&O, CV, D&RGW, D&H, DL&W, IC, L&N, LV, MILW, MP, NH, NYC, N&W, PRR, SLSF, SOU, UP, WAB, WP.

Each set, three timetables...$20
Any six sets of three TT's each, 18 Timetables.....$80

EMPLOYEE TIMETABLES...

ATSF - System 1992.....$15
BN - Northern Corridor 1993.....$20
BN - Central Corridor 1993.....$20
CR - Albany Div 1994.....$20
CR - Harrisburg Div 1993.....$15
CNW - System 1992.....$20
CSX - C&O Business Unit 1994.....$20
D&RGW - System 1977.....$20
GTW - System 1981.....$15
Milwaukee Rd - System 1984.....$25
NS - Alabama Div 1992.....$15
NS - Lake Div 1992.....$15
NS - Piedmont 1993.....$15
SOO Line System 1989.....$15
UP System 1989.....$15
Any Five Above Just.....$50

New Catalogue Issued Monthly
Sent with each order or SSAE

Camera Bag

BY JIM BOYD

A Camcorder for Railfanning

GUEST COLUMNIST: RICHARD P. REIFF

Recent columns have covered various aspects of railfan videography. Tripods, auxiliary microphones and other accessories will often help in the final product. There are two major features that I, and others I've talked to, find missing or objectionable in most consumer-oriented video cameras, be they VHS, 8mm or Hi-8 formats. These are: ruggedness of equipment and too many external buttons for safe "grab shots" in the field.

But due to the very nature of how video tape threads its way through a camcorder and around an always-spinning head, there isn't much anyone can practically do to improve ruggedness, except to be careful and go very much out of the way not to bang the camcorder around too much. Jumping in and out of cars while chasing a train can sometimes jar a video camera into the repair shop much more often than a camera that comes out of its foam-padded case only on holidays. Also, many non-tripod situations while railfanning — like pacing, cab rides and dutch door shooting — aren't good for camcorder innards, and neither is the rain (which seems to fall on many fantrips).

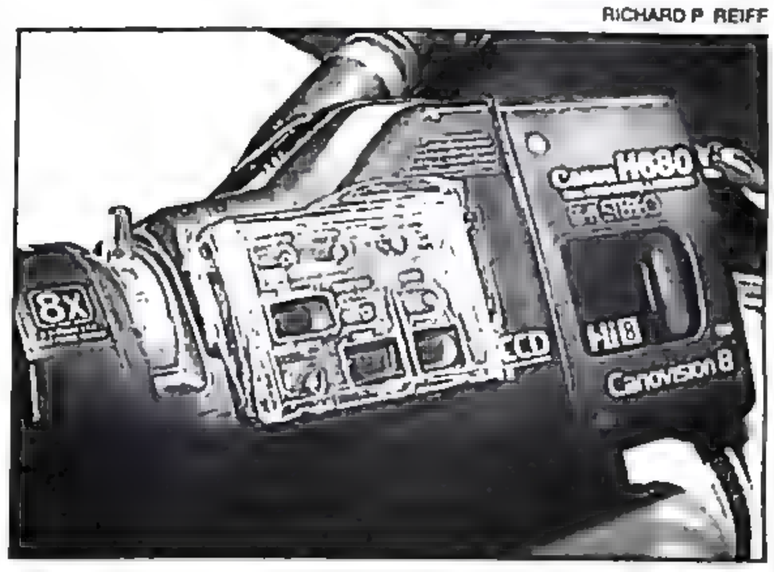
All this brings me to my main reason for this column — safe "grab shot" shooting with video. Occasionally, when playing back a scene, I've been disappointed (outraged?) that somehow I accidentally bumped some auxiliary button, such as the date/time, character, digital effects or other feature resulting in a virtually unusable scene.

Why not buy a video camera without these features? First, almost every camera on the market seems to "feature" as many of these buttons as possible, often to attract gadget-happy consumers. And it also seems that the higher the resolution, the more buttons and controls come with the camera.

What the railfan needs is a selective control panel, one that "turns" only those features he or she is likely to use during action taping. After more than six years of active railfan videotaping, I discovered that in the field only the manual focus, fade and back light buttons were used with any frequency. Others, such as date, title, white balance, digital effects and shutter speed were used very infrequently — but were often accidentally bumped during taping, with disastrous results.

The option of opening the camera and "dewiring" the unwanted buttons was discarded after I looked at a typical circuit board. What I came up with was a custom "block-out" cover that fits my individual tastes and needs. Such a block-out cover can be easily made with scrap plastic parts found in most homes (especially in the parts boxes of many model railroader's dens), or even the clear heavy plastic used in "blister packaging" in most auto parts stores.

RICHARD P. REIFF



A CLEAR PLASTIC BOX LID was fashioned by Rich Reiff to fit over the control panel of his Canon H660 Hi8 camcorder to prevent accidental altering while taping. In the heat of a chase, quite often it's easy to accidentally activate an unwanted feature.

STEAM ENGINE calendar '96
13 handsome photos taken by railfans.
$5.00 plus $1.25 postage. When ordered with any book the price of the '96 calendar is $4.00 each. Send #10 SASE to 130 W. Hobart Gap Road, Livingston, NJ 07039
NJ Residents add 6% Sales Tax

TAILOR-MADE TRANSPORTATION VIDEOS
44 VHS programs (over 25 hours) to choose from and arrange in your preferred order on T-120 VHC cassettes. Send large SSAE for information on this new service
BEN ROHRBECK TRACTION PUBLICATIONS
1003 N. Chester Rd., West Chester, PA 19380-6021

THE DEPOT ATTIC AT STRASBURG
209 GAP ROAD, ROUTE 741
STRASBURG, PA 17579

AUTHENTIC AND ORIGINAL RAILROAD COLLECTIBLES OF EVERY DESCRIPTION
NEW BOOKS, USED BOOKS, RARE BOOKS, HARDWARE, CHINAWARE, SILVERWARE, TIMETABLES, BROCHURES, POSTERS, SIGNS, SIGNALS, PASSES, PRINTS, LANTERNS, LAMPS, PAINTINGS, BADGES, ETC.
ANYTHING & EVERYTHING RAILROAD!
SEND $2.00 FOR CATALOGS

PHONE (717) 687-9300

1996 KATY RAILROAD HISTORICAL SOCIETY CALENDARS
Full color front and back cover - twelve photos inside
$6.00 each, *Kansas Residents add .35¢ sales tax.*

1986 OFFICIAL KATY RAILROAD CALENDARS
13 full color photos taken along the M-K-T system. Next to last calendar M-K-T railroad published before being merged with the Union Pacific Railroad. *$6.00 each.*

1946 "CAR WINDOW VIEW" of the M-K-T
Reprint of the original 69 page booklet showing the complete M-K-T physical plant in words, drawings, graphs, charts, maps and photos. saddle stitched, 8 1/2" x 11", *$10.00 each.*

1880 M.K.T. RAILROAD TIMETABLE (Reprint)
Beautifully reproduced maps, illustrations and time cards, printed two colors, 16" x 29", folded to 3-3/4" x 8", *$5.00 postpaid.*

KRHS, Dept R, 2210 S. Main Street, Ft. Scott, KS 66701.
Checks or money orders accepted.

RAILFUN

by CURT KATZ

WELL, THIS SHOULD BE A STRAIGHTFORWARD CASE, THANK GOODNESS: JUST A SHIPPER'S COMPLAINT AGAINST A RAILROAD.
LANCE ITO
AS ATTORNEY FOR THE SHIPPER, I CHARGE THE RAILROAD WITH NEGLIGENCE IN THE DERAILMENT OF AN ENTIRE TRAIN OF OUR PRODUCT.
AS ATTORNEY FOR THE RAILROAD, I CONTEND THAT THE AFORESAID DERAILMENT OCCURRED BECAUSE OF THE SHIFTING CONTENTS OF A CAR IMPROPERLY LOADED AT THE PLAINTIFF'S FACILITY.
WHAT WERE THE CONTENTS OF THE DERAILED TRAIN?
PACKAGES CONTAINING FRESH ORANGE JUICE.
A-HA! SO O.J. REALLY DID IT!!
BONK!
AAAARGH!
BONK!
TRIAL?! HEY, I DIDN'T DO NOTHIN', MAN!
SIR, WHAT DID YOU THINK OF THE SIMPSON TRIAL?

The basic objective is to place a cover over the area of your camera where buttons can be accidentally pushed to prevent unwanted triggering of commands that can result in permanent images on your videotape. My cover allows easy access to manual focus, fade and backlight controls, and by little extra effort, I can still trigger the date and other features.

In my example, the plastic cover started life as the clear box top on a Walthers HO-gauge diesel dress-up kit. This was just the right size to cover the side button area on my camera. Your camera may have a different pattern, so look around the house for something that will fit. The next step was to cut the wall sides of the box top to fit the curved/tapered sides of the camera. A little bit of trial-and-error fit, cut, sand or file and refit as required. The use of a razor saw in this step simplified the process for me.

After fitting the box cover over the desired area, the next step is to mark out areas for the easy access and limited access buttons. While holding the cover in place, a felt tip marker was used to place a "dot" over the center of those buttons where limited access was desired, while circling the area around those buttons where frequent, easy access was desired.

Remove the box from the camera, and using a small drill bit, drill out the dots. This will allow buttons under these holes to be accessed (triggered) by using a ball point pen, paper clip or other object. Using a combination of drills, files and other cutting tools, cut out the circled areas. This will leave larger holes that allow access to push the desired or frequently used buttons, and the pen holes for buttons that are only occasionally operated.

When complete, remove all burrs and carefully position the cover on the side of the camera. Check for proper alignment of all holes, large and small. When you are satisfied, then the last step is to tape the cover onto the side of your camera. I used a clear packing tape. Be careful of standard "duct" tape. While it's the best for shaping and molding to fit odd contours, if left stuck for too long its adhesive will remain on your camera long after the tape is removed. Adhesive tape from your first aid kit, made of fabric, may be the best bet, or even Velcro patches for easy removal and reattachment.

The photos show my first version. It's still undergoing (successful) trials, with a modified version on the way. My only changes will be to offset the holes for some functions to allow smoother actuation.

I now can hold my camera with both hands when those awkward situations arise, without worrying about accidentally adding the date stamp. And when I want to document a title or date, I simply push the needed button with a pen point through the appropriate hole in the cover. It works great. Try it yourself.

GOLDEN SPIKE ENTERPRISES INC.

★★★★ Railroad Memorabilia ★★★★

One of the nation's leading dealers in railroad memorabilia offers railroad dining car items, lanterns, and other railroadiana from the glory days of railroading.

Send $2, and large SASE for listing, refundable with purchase

Golden Spike Enterprises Inc. P.O. Box 422
Williamsville, NY 14221 (716)689-9074

TIRED OF THE SAME OLD RAILFAN CAP?

Larason Hat Co.

Enjoy this soft durable 100% wool felt. This hat is crushable, packs great, and will withstand all kinds of abuse. Sew on your favorite RR herald for a Railfan hat of distinction...
Sizes: S,M,L,XL #201
Pecan or #202 Black ...$32.95
To order please write or E-Mail: Larasons @ rt66.com
LARASON HAT CO.
PO BOX 10530 • ALBUQUERQUE, NM 87184-0530
or please call 1-800-634-9445

CARSTENS BOOKS make great holiday gifts. For a complete listing of all our railroad books turn to pages 30 & 31. You can order any of these books by calling toll free:
1-800-474-6995
Carstens Publications

REMINISCE RAILS
Presents
THE ROARIN ELGIN

Back in the days when life was simpler and slower paced, people living in the the Western suburbs of Chicago commuted to downtown by means of an electric railway known as the ***Chicago Aurora & Elgin.*** 48 mins.

REMINISCE RAILS
highlights a look back at the line in its last years of service in this new video.

$24.95

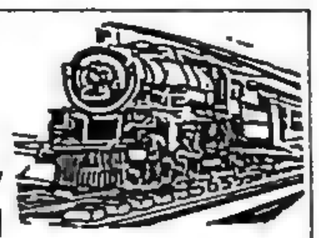
Available at Chicagoland Hobby
or direct from REMINISCE RAILS
P.O. Box 4225, San Dimas, CA 91773
Add $4.00 S&H (CA res. add $2.06 sales tax)

Looking for older diesels of your favorite Railroad?
I have good quality 35mm Duplicate Slides of diesels, old & new, steam or Trolleys.
Lots of short lines and industrials.
Send $2 for lists & 2 Sample Slides to:
Charly's Slides 4255 Elk Park Rd. Lake City, PA 16423

NEW YORK CENTRAL 1996 CALENDAR
Color cover. Thirteen photos inside.
Historical information. $6.95 each.
Ohio residents include .40 sales tax.
New York Central System Historical Society, Inc., Dept. C. Box 58994
Philadelphia, Pa. 19102-8994

VIDEOS
400 titles in stock from 16 production companies.
Call or Write for our free catalog.
Southeastern Hobbies
200 Dove Valley Drive
Athens, Georgia 30606
1-800-959-8273
Mastercard/Visa/Discover

RAILROAD HISTORY?



Since 1921 the Railway & Locomotive Historical Society has been the rallying-point for serious rail history enthusiasts. Our members read, research, relive railroad history of all eras; they enjoy two issues yearly of our illustrated journal RAILROAD HISTORY (120-150 pages each) and keep current with our informative newsletter. Chapters too! Join now! $18.00 dues to R&LHS, Box 193552C, San Francisco, CA 94119 (or ask for folder).

WHAT DO YOU GET...

...in the world's largest and best-known rail preservation society?

- Bimonthly historical magazine
- Annual NRHS Convention
- Over 160 Chapters in the USA, Canada and Great Britain
- The satisfaction of keeping our railroad heritage alive

SEND $15 for membership ($7.50 in June, July & August; outside USA add $4) or ask for more information.

NRHS
P.O. Box 58153-D
Philadelphia, PA 19102

Phone: 215-557-6606 Fax: 215-557-6740

FREE CATALOG
BOOKS FOR CHRISTMAS
DPA-LTA ENTERPRISES, INC
DEPT. RR, PO BOX 3000
CHAMPLAIN, NY 12919-3000

MAPS-USGS TOPOS
ATLASES-For Railfans
MAP PACKAGES AVAILABLE
FOR ALL RAILROADS
TELL US YOUR SPECIALTY
AND WE WILL SEND LIST
R S ENTERPRISES OF NJ, INC.
PO BOX 1691
WEST CALDWELL, NJ 07007

Steam Lives!

Write for details of our world-wide steam train tours
We will also personally plan your individual trip

CHALLENGER TOURS
3672 NOTTINGHAM WAY
P.O. BOX 8965
TRENTON, N.J. 08650
609-586-4664

Transit Currents

Los Angeles Green

Many thousands of people turned out for the Los Angeles Metropolitan Transportation Authority's gala opening of its new Green Line light rapid transit system. The date was August 12, and the project was a long time coming.

The 20-mile Metro Green Line operates between Norwalk in the eastern part of Los Angeles County and the area around the Los Angeles International Airport on the west side, ending at Redondo Beach. The line does not enter the airport, but there are shuttle buses that connect the nearest station with LAX. Aviation Boulevard/I-105 is the transfer point for the shuttle service.

The one-way travel time on the line is about 35 minutes. During the peak hours, trains will operate every 7.5 minutes with twelve-minute headways off peak. This will be adjusted according to demand. The cars used are identical to the ones used on the Blue Line, which was opened several years ago and which links downtown Los Angeles with downtown Long Beach. The cars have room for 76 seated passengers, two wheelchairs and a total capacity of 230 riders. The Green Line, which had a final price tag of $718 million, cost about four times what was originally estimated. The construction and purchase of equipment was funded through the half-cent sales tax under Propositions A and C.

The MTA provided a great deal of hoopla in celebrating the occasion. Colorful and very delightful posters were commissioned and were used to publicize it, as well as for persons to take home. Rides on the first day were free, there were handouts of MTA buttons, bands and dance troupes provided entertainment, and food booths and many vendors made the opening a truly pleasurable fair-like event.

The Green Line has twelve park-and-ride lots with a total of 6000 spaces for automobiles. The line also connects with the Blue Line at the Imperial/Wilmington station in the south central part of Los Angeles. The initial patronage is not expected to be terribly high with only about 10,000 daily riders at the start-up. The 54 bus lines were rerouted to serve the Metro rail stations, and it is expected that, as time goes by, ridership should slowly mount. Thanks to John A. Lee for the information.

Better News from Denver

Hugo Budzien, who visited Denver in mid-August 1995, sent a nice letter that passes on some news. Light rail development in Denver appeared to be jeopardized by the highly-conservative, recently-elected board. Evidently there was very strong pressure put on the board by the mayor of Denver and the governor of Colorado, both of whom worked very hard to get the first segment of the Denver light rail system installed. These hardworking politicians were not about to let their handiwork be spoiled.

Mr. Budzien writes that the present line is very attractive, the rides are comfortable, and he feels the cars are very attractive in appearance. He was disappointed that the line does not serve the new Coors baseball stadium nor the Elitch Gardens.

In the wonderful world of politics, Salt Lake City will get $241 million in federal money to help build the light rail transit system. One of the major reasons is that Salt Lake City is going to host the 2002 Olympic games. Denver must scramble for the $15 million it was denied for early steps in the expansion of its rail service to the southwest.

With the mayor and governor pitching in for light rail, the Denver Regional Transportation District sees the 8.7-mile extension paralleling Santa Fe Drive and connecting Littleton, Englewood and Sheridan with downtown Denver as much more a certainty than it was in early 1995. Thanks again to Hugo Budzien for the news.

Former Philly PCC in Colorado

Don Marenzi has the following news from Colorado. "The Pikes Peak Historical Street Railway Foundation has displayed former Philadelphia PCC car 2129 at various locations in the Colorado Springs area this past summer. It's one of nine operable PCCs recently purchased from Philadelphia's SEPTA.

"In addition, the Pikes Peak group is currently restoring two other historic cars: former Fort Collins Municipal Railway single-truck Birney No.22, on lease from the Rocky Mountain Railroad Club; and ex-Colorado Springs & Interurban Railway No.59, a 1901 streetcar built by LaClede Car Co. Also, restoration work is being done in the former Rock Island roundhouse in the Roswell area of Colorado Springs."

According to the flyer accompanying Don's letter, the Pikes Peak Historical Street Railway Foundation hopes to re-establish streetcar service over much of the former route of the Colorado Springs & Interurban Railway linking the downtown area with the historic districts of Manitou Springs and Old Colorado City. The Pikes Peak Historical Street Railway Foundation

PLEASE SEND any traction news or correspondence directly to: George M. Smerk, Institute for Urban Transportation, 809 East Ninth Street, Bloomington, IN 47408-3805

BY GEORGE M. SMERK

Line Opens

can be reached at P.O. Box 544, Colorado Springs, CO 80901.

Toronto Subway Wreck

The great misfortune of a subway wreck occurred in Toronto in the early evening of Friday, August 11, 1995. The wreck took place in the tunnel along the Spadina-University line in the section of subway between DuPont and St. Clair West subway stations. Based on the information that this writer has, three people were killed and more than 30 injured. It is the worst accident in the history of the Toronto Transit Commission.

The lighting in the subway tunnel is, of course, relatively poor, and, worse yet, the heat inside the subway tunnel was intense, making the lives of both victims and rescuers very difficult. The impact of the crash was so great that not only were the trains derailed, but the car bodies deformed and pressed out against the walls and ceiling of the subway tunnel. Evidently, one train was waiting to go out of service when the other ran into it, at what was apparently high speed. Many thanks to Clarence E. G. Price for the information.

DART Rail Preview

The line will not open until June 13, 1996, but the Dallas Area Rapid Transit light rail project is moving along. Friday, July 14, saw a roll out of several of the light rail cars. There was a ride back and forth along the mile-long bridge that crosses the Trinity River.

Even better is that the project is on time and within budget. The first part of the starter line will commence with the southern section. The northern part of the 20-mile starter service will not open until December of 1996.

Forty light rail cars are on order, and half of these are now in the United States, with final assembly now taking place. The car that made the initial run for the press and others was 103; it seats 76 passengers, has a total capacity of 160 passengers and is capable of 65 m.p.h. Thanks to Lyman de Camp for the information.

Puget Sound Transit

In the aftermath of the defeat of the referendum in Seattle, Puget Sound Regional Transportation Authority executive director Tom Matoff resigned effective August 31, 1995. A successor has not been chosen. The RTA barely survived a move by suburban legislators in the Washington General Assembly to cut funding to zero. In the end, the RTA received $2.5 million to continue operation for one more year rather than the $9 million that had been asked for. There will be major staff cuts. So far nothing is definite on another shot at an election or a new mass transit plan to vote on. Thanks to Leroy W. Demery, Jr. for the news.

DON MARENZI

FORMER SEPTA PCC CAR 2129 was bought by the Pikes Peak Historical Street Railway Foundation and during the summer was on display at various locations in Colorado Springs, Colorado. When photographed on June 6, it was still in SEPTA paint but carried a banner promoting PPHSRF's proposed reestablishment of local streetcar service over the route of the Colorado Springs & Interurban Railway.

Transit Gloria Music: A Trolley Sampler
Makes a great gift, and a perfect introduction to Transit Gloria Mundi's line of videos that you can share with family and friends. **Transit Gloria Music** contains some of the most popular narration-free musical sequences from six of our current titles, plus bonus preview sequences from upcoming releases. Over 30 minutes of the best of Transit Gloria Mundi, in a new format to please enthusiasts and non-enthusiasts alike for $14.95.

City Transport: The Way Forward
NEW from England for light rail advocates, **City Transport: The Way Forward** is a comprehensive supplement to our **Light Rail Transit: A Proven Alternative** and our earlier import **Light Rail: Today's Way Forward.** It makes the case for improved public transportation in cities, with a strong emphasis on light rail, although other modes are also discussed. Very up-to-date, it shows all the recently opened light rail systems in the UK, as well as Continental European innovations, and examples from North America, Asia, and Australia. If you have read about something in the transit press, chances are you will find it here, in color and in motion. 70 action-packed minutes.....$39.95

Transit Archive Series
Our **NEW SERIES** brings you the classic industry-produced promotional films from the 20s through the 50s, in a new affordable format: approximately one hour of viewing for $19.95! Volumes 1 & 2 are available **NOW:**

Volume 1 contains: **Rapid Transit** (New York), **Don't Dent Me In** (Pittsburgh), **Getting About** (Detroit), and **March of Progress** (SF Key System), all B&W, all original sound, 58 minutes.....$19.95

Volume 2 contains: **The Vanishing El** (New York, B&W), **10 Seconds to Go** (Kansas City, B&W), and **It's a Big Job** (Los Angeles Railways, color), all original soundtrack, 58 minutes...$19.95

Both Volumes 1 & 2, holiday special.....$34.95

Other Holiday Specials
Steel City Traction: The South Side Lines
list $49.95, **special $39.95**
One Man's Trolleys (George Krambles)
list $39.95, **special $29.95**
Ed Miller's Anthracite Traction
list 39.95, **special $29.95**
Tramways of South America
list 39.95, **special $34.95**

Special pricing valid through January 1996.

Transit Gloria Mundi
(800) 428-7003
36 East 27th Street, Dept. B-40
Baltimore, MD 21218.

Visa, MasterCard, check or money order. VHS only. Please add $3.00 per order for shipping and handling, MD add sales tax. Free list of other titles.

Railnews

UP 3985 AND THE E9s The Union Pacific cruise train recently completed a 3800-mile trip, with 18 days of operation, from Denver to the Pacific Northwest, sponsored by the Pacific Limited Group. Power for the 22-car train, which commemorated the 60th anniversary of the *City of Portland* streamliner, was provided by Challenger 3985 and the three-unit E9 diesel set. Highlights of the trip included a rare afternoon westbound run over Sherman Hill with two well-lit photo stops, the first revenue passenger train over the Granger Cutoff since 1971 and a double runby on the horseshoe curve at Oxman, Oregon, (**page 66**). Rare mileage trips were run to Bend, Oregon; Spokane, Washington; Bonners Ferry, Idaho; and Butte, Montana. These trips, powered by the E9s only, featured the Deschutes River Canyon, the massive 3900-foot, 250-foot high Joso Bridge over the Snake River (**page 60**) in and the scenic beauty of the Montana Subdivision.

Two former Chicago & North Western cars were used on the trip, with both still in the C&NW paint scheme. One, the *Powder River*, is a former Milwaukee Road full-length dome car that was popular as long as the outside temperature did not exceed 80 degrees. The other car was the *Fox River*, a theater/track inspection car that was always full, despite backwards-facing seats. The C&NW cars, especially the *Powder River*, will need work before they can become full-time participants in the UP excursion program.

One Pacific Limited objective on these trips was to generate favorable publicity for the Union Pacific. Significant television coverage and a lot of newspaper space was arranged at every major stop, and media people rode the train several times. Several remote broadcast radio shows operated from the train. The experience turned up at least two railfans in the media and may have made several more.

Jack Wheelihan, of EMD and SP 4449 fame, was used as second fireman for part of the trip. This was not an indication of merger related things to come, since Jack was simply working his way west to join Doyle McCormack for some planned 4449 trips. Carl Jensen, former manager of the Norfolk Southern steam program, was a passenger services host on part of the trip. Carl announced his retirement from NS, planned for late 1995, during the trip.

Jim Frederickson and Warren R. McGee, noted photographers who documented Pacific Northwest and Rockies steam operations from the 1930s to the 1950s, were both on the train. McGee amazed trip riders with his knowledge of Northwest rail history.

Ticket sales on the run to Spokane and Bonners Ferry were disappointing and were probably affected by the AAPRCO trip that ran a few days ahead of the UP train (**page 9**).

This was probably the last run of Challenger 3985 before it is shopped in Cheyenne. Steve Lee, manager of the UP steam program, says that the 4-6-6-4 has run 100,000 miles since its last shopping, and the limit was usually about 80,000 miles when it was in regular service. Steve notes that the 3985 has learned to read the schedule since mechanical problems seemed to surface only on layover days.

The 3985 will be replaced by 4-8-4 844 in 1996. The racehorse Northern is expected to be ready for operation by next spring and will power planned Pacific Limited trips. One will operate over the former C&NW from Omaha to Chicago, the Twin Cities and Boone, Iowa, in the late summer. A fall colors trip will run from St. Louis to Memphis and Little Rock before going to Branson, Missouri, and Kansas City. The 844 may power some of this trip, depending on turning facilities in Little Rock. Tickets for these trips will go on sale after the first of the year — HAL LEWIS.

THOSE DISTINCTIVE MARC F9PHs Morrison Knudsen is slowly peddling those five F9PHs (81-85) it took in trade from Baltimore's MARC commuter authority on the fleet of GP40FWH-2s. The F9PHs were former-Baltimore & Ohio F7As rebuilt for commuter service in the 1980s by M-K.

The **Branson Scenic Railroad** in Missouri purchased the 83 during July 1995 and ran it for the first time on a BSRR train on July 31, 1995. So far, the unit has been performing well, and BSRR management plans to paint the unit in a silver-based scheme (not yet finalized) during the winter. The Branson Scenic operates "casual" 40-mile round trips in either direction out of Branson into the very scenic Ozark Mountain foothills. Which direction, either north or south? "It depends on which way the dispatcher sends us," says BSRR general manager Sharon Thompson. The BSRR host road is the 500-mile Railtex-owned Missouri & Northern Arkansas.

Washington Central bought MARC F9PHs, 82 and 84, for potential dinner trains it is developing. On September 22, 1995, the Maryland Rail Car shops at Elk Mills, Md., released both units in a version of WCRC's red with black-and-white striped scheme. As the 82 (ex-MARC 82, ex-7182, nee-B&O F7A 4582) and 84 (ex-MARC 84, ex-7184, nee-B&O 4472) aren't currently needed by Washington Central, they have been temporarily leased back to M-K until WCRC needs them.

The balance of the F9PH fleet, the 81 and 85, are as yet owned by M-K and unspoken for, and HEP-unit-in-an-F-unit-carbody 7100 is still on the MARC roster.

THE SIERRA Long-awaited EMD motive power arrived on the Sierra Railroad on Tuesday, October 17, 1995, as Southern Pacific's Oakdale Local (behind GP40 7665) delivered Sierra GP9 No.46. Built in January 1957 as SP 5731 (EMD c/n 22913), rebuilt to GP9E specs at SP's Sacramento Locomotive Works and renumbered 3773 in 1975, the unit was retired in 1993. Mid-Am Equipment purchased the locomotive from IMC Recyclers in Richmond, California, earlier in 1995 and is leasing the unit to the Sierra.

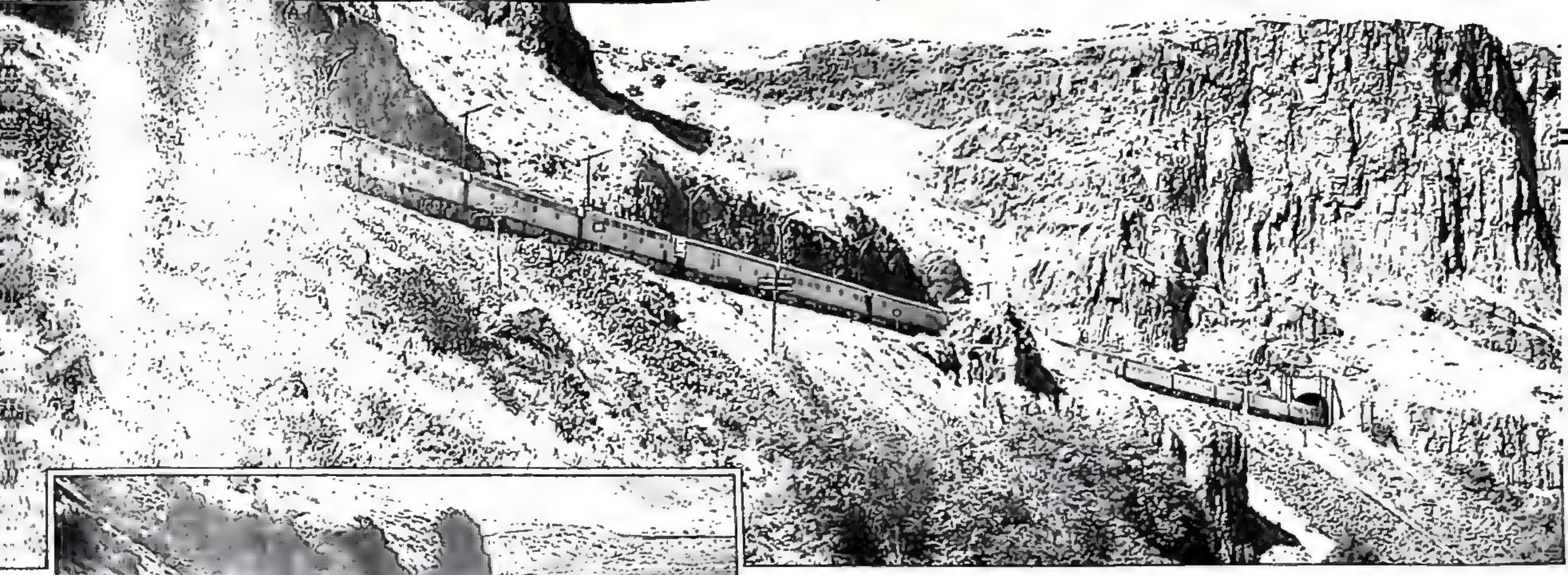
Based on a design by R&R contributor Ted Benson, the unit wears a variation of the red and yellow paint scheme (**page 66**) originally applied to Sierra's Baldwin S12s in 1955, along with niceties like silver trucks, which the BLH units never had. Details like the replica "GP9" model plate were provided by Mid-Am, along with the non-prototypical "SRR 46" number boards, which were due to be changed to a straight "46" as soon as possible. "Custom" painting was perpetrated by an Exeter, California, auto body shop.

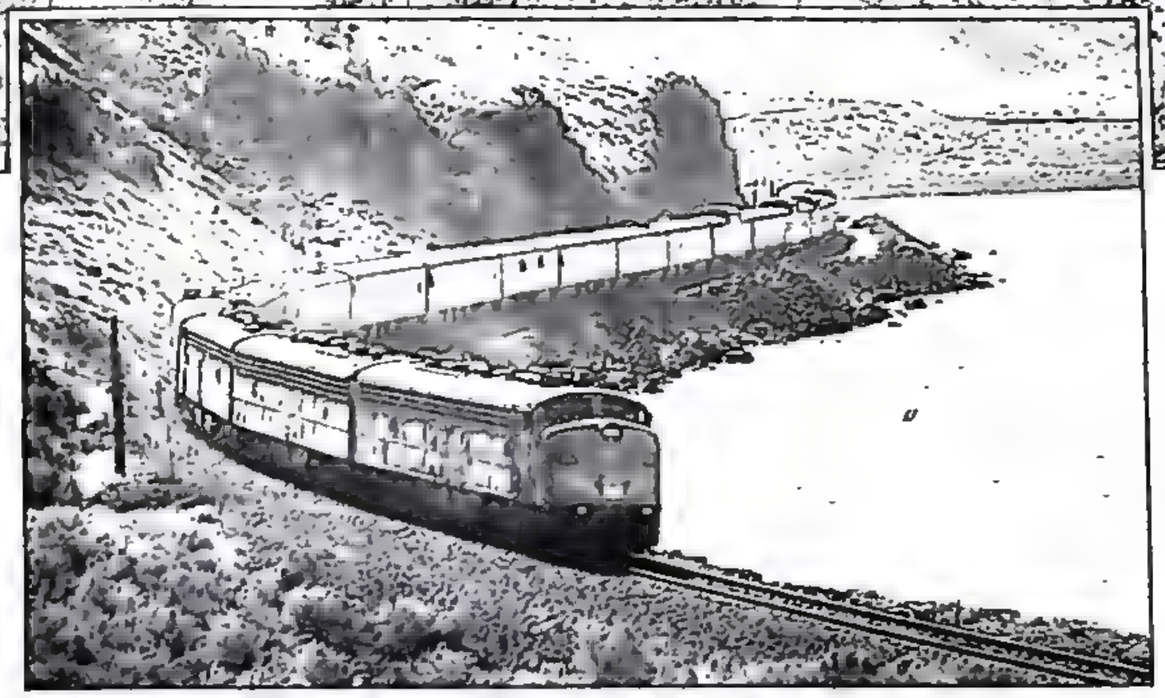
After some minor set-up work at Oakdale, Sierra anticipated placing the Geep in service by the first of November. The Geep replaces another Mid-Am leaser, ex-Amtrak CF7 594, which proved unsatisfactory for Sierra service. (To its credit, the 594 *did* do a fine job hostling SRR 46 for photos on October 17 and 19.) As far as the Baldwins are concerned, Sierra plans to hold on to all the units for the time being. At the time of No.46's delivery, S12 No.44 was back in regular operation after spending the summer in semi-retirement at the Oakdale shop.

In steam news, Sierra Railway Rogers 4-6-0 No.3 ventured off-line for the second time in one year as the engine moved from Jamestown to Modesto on Thursday, October 19, to take part in Modesto's 125th anniversary celebration during October 20-22. After a pre-dawn run over the Sierra, No.3 paused in Oakdale for a photo session with GP9 No.46 (**page 66**) before moving west over Santa Fe and Modesto & Empire Traction rails to a display site in downtown Modesto. Following an anticipated savaging by the new generation of *American Graffiti* fans (the 1973 film, directed by George Lucas, is based on Modesto circa 1962), No.3 was scheduled to return to Jamestown on Monday, October 23 — TED BENSON.

METRO-NORTH P-32AC-DM The first of Metro-North's five new dual-mode locomotives entered service during early October 1995. P-32AC-DMs (a.k.a. AMD-110DPs; nomenclature MN has decided not to use) 201-205 are, like their Amtrak counterparts, allowed 110 m.p.h. when running with trains (50 m.p.h. when running light engine). The main external difference between the Amtrak and Metro-North units is that the MN version has an escape hatch on the nose to allow safe exiting within the tight clearances of the Park Avenue Tunnels. MN's P-32s have been working on the Hudson Line between Grand Central Terminal and Poughkeepsie. The 201 made its maiden run on Train 857 on October 9 and entered G.C.T. with Train 836 on October 10. The units cost a total of $22 million — RON YEE.

NEW ON MRL Montana Rail Link SD45 378 became the first unit with the railroad's new-image herald. The new "Flying W" emblem in white, which honors MRL-parent Washington Corporation, incorporates a roaring lion's head profile to clarify the W form that was sometimes not recognized in the previous white diagonal line emblem. The 378 is among ten former CSX SD45s that MRL bought from VMV; built for the SCL as their 2010 — ALAN BURNS.

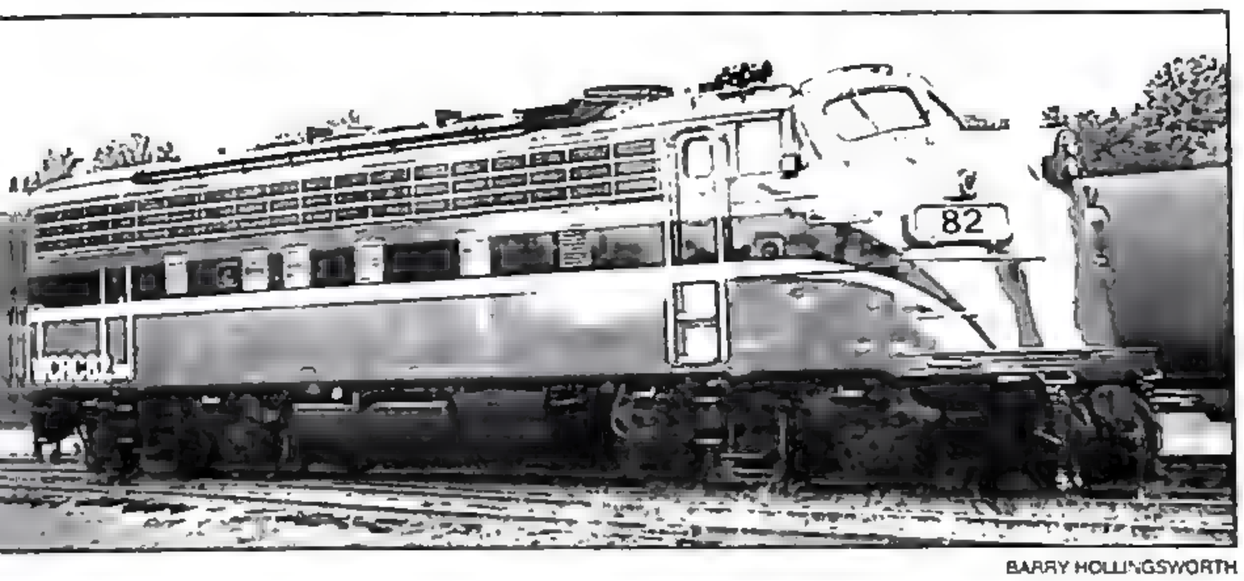




ABOVE KENNETH G JOHNSEN TOP STEVE JESSUP

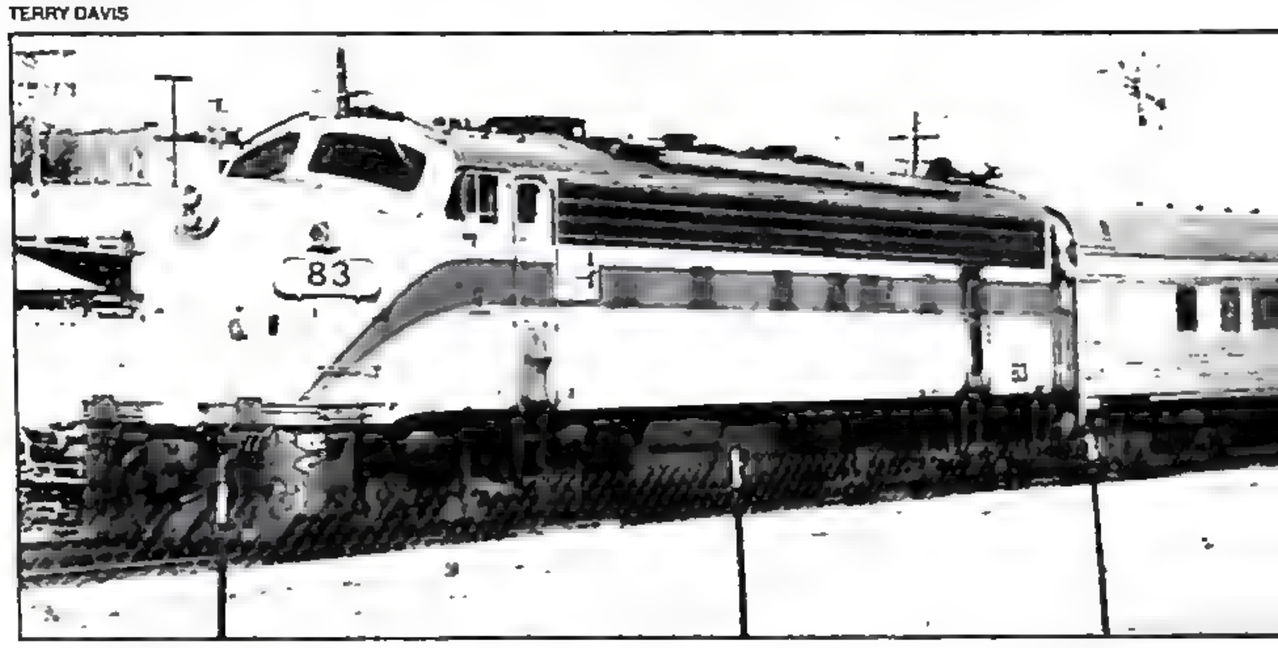
UP 3985 AND THE E9s made a 3800-mile tour of the Pacific Northwest to commemorate the 60th anniversary of the *City of Portland* streamliner. While the Challenger and the E's worked together over the major portion of the run west to Portland, the diesels had to go it alone on side trips over some of UP's more obscure and scenic branches. On September 23, the E9s and 19 cars snaked north along the Columbia River (**left**) en route to Wallula, Washington, and eventually Spokane, by way of UP's "Washy Line." After its visit to Spokane and the Idaho panhandle, the special headed west to Portland for a two-day layover. Then, on September 30, it was time to hit the road again, as the E9s embarked on the first leg of a two-day round trip to Bend, Oregon. Bound for Bend, the train was photographed tunneling through a basalt ridge and climbing south along the Oregon Trunk line near O.T. Junction (**above**).

WASHINGTON CENTRAL bought MARC commuter F9PHs 82 and 84 from Morrison Knudsen for use on a potential dinner train being developed. Maryland Rail Car painted both in the WCRC red-with-white-and-black stripes to the MARC design, seen (**below**) on the 82 on September 25, 1995, at MRC's shops in Elk Mills. MK Rail is leasing both units until needed by WCRC.



BARRY HOLLINGSWORTH

TERRY DAVIS



BRANSON SCENIC RAILROAD bought MARC F9PH 83 from Morrison Knudsen to power its tourist trains out of Missouri's new capital of country music. The HEP-equipped 83 was photographed at Branson on August 28, 1995.

NEW ON MRL is a "Flying W" emblem honoring MRL-parent Washington Corporation. The first unit with the new herald was SD45 378, shown with SD35 705 and ex-CSX SD45 8918 (**right**) at Missoula on September 11. Compare the logo and its stylized lion's head on the 378 with the traditional MRL angled stripe on the 705.

ALAN R. BURNS

SOUTHERN PACIFIC *DAYLIGHT* 4449 As the last of this issue of R&R was going to the printer, Southern Pacific *Daylight* 4-8-4 4449 was on the road for the first time in three years. Between October 20 and 29, 1995, 4449 moved from its home at Brooklyn Roundhouse in Portland, Oregon, over to the nearby Willamette & Pacific, and plans were to haul mostly freight trains. The surprise on this trip was that the tender was lettered on one side for the Willamette & Pacific and for the affiliated Portland & Western on

The reason for the trips was primarily to road test the locomotive. During the past three years, Doyle McCormack and his crew have converted as many of the locomotive axles as practical to roller bearing operation, for more trouble-free running, and, mostly, to better satisfy host-road mechanical departments since the "plain bearing" equipment was outlawed from general interchange in 1994. Exceptions are available for historic equipment, but conversion eliminates many last-minute hassles on the road. The only

but work was done on those to make them as trouble-free as possible. Operations include visiting most of the W&P/P&W system. In most cases the railroad planned to have business cars on the ends of regular freight trains; the only passenger-only trip was to be Sunday, October 22, with a special for the Oregon State University football game. Watch the February 1996 R&R for details on what should have been a spectacular outing.

NEIL YOUNG BUYS LIONEL CORPORATION On September 29, 1995, Wellspring Associates L.L.C., of Chesterfield, Michigan, announced that it had purchased Lionel Trains, Inc., from Richard P. Kughn, who owned Lionel since 1985. Mr. Kughn, who also owns Reading 4-8-4 2100 currently stored at Brewster, Ohio, on the Wheeling & Lake Erie, will maintain a minority interest in the new company.

A partner in the Wellspring Associates is musician and songwriter Neil Young, a rock & roll icon from the mid-1960s and 1970s who still records and releases his music. Neil Young's bigger hits include "After the Gold Rush," "Sugar Mountain" and "Cinnamon Girl," plus that Winterail multi-media slide show favorite "Southern Pacific," and dozens of others. Young had been associated with Dick Kughn in the past, as both were partners in Liontech, Inc., based in California's Silicon Valley (near Young's home) which produced remote control and digital sound for Lionel.

No new announcements have been made concerning any changes at Lionel — which produced model trains since 1900 — but Neil is a confessed railfan. Young, a few years ago, appeared on NBC's Tonight Show with Jay Leno with a remote controlled O-27 scale Daylight 4-8-4 which, after a few bugs, did run behind the guest's chairs. Fans of Young's music know that "Rust Never Sleeps;" "Long May You Run," Lionel, Inc.

WANNA BUY A 2-6-2T? A standard-gauge 2-6-2T in Kansas City, Missouri, is in danger of being scrapped, and could use a good home. The locomotive is Boyne City (Michigan) Lumber Company No.1, built by Cooke (Alco) in 1922 with 32-inch drivers and weighing 33 tons.

The locomotive is owned by the Kansas City Public Service Freight Operation, which purchased it from the Forest Products Chemical Company in Memphis, Tennessee, in 1966, for a planned "Ashley's Steamtown" tourist operation which, obviously, didn't pan out. James Ashley says that the locomotive was running when they got it, and that he has all of the pertinent paperwork, including documents about it's last boiler inspections, plus file letters from Forest Products dating back to 1937 when FPCC bought the 2-6-2T from Boyne City Lumber. The locomotive appears to need considerable work to steam again.

James Ashley is looking for the best offer, and has had scrappers bid on it. He would very much like to see the locomotive get a good home and he's willing to wait a reasonable amount of time for that to happen. Seriously interested parties should contact Mr. Ashely at 816/444-4662, or write him at the KCPSFO, 8641 Highland Avenue, Kansas City, MO 44131 — PETER J. SMYKLA, JR.

ORANGE EMPIRE BUYS UNION PACIFIC E8 942 A goal was reached in October when the Orange Empire Railway Museum in Perris, California, purchased Union Pacific E8 942 from Pacific Rail Industries of Colton, California. The OERM learned that the unit would be sold, and launched an enthusiastic campaign to raise the $60,000 to buy it — R&R helped launch this campaign in our September 1995 MARKERS column.

Since then project chairman and R&R contributor John Smatlak has worked feverishly promoting the effort. The result was that over 200 people contributed. When $55,000 was reached, OERM offered that, which PRI agreed to. A total of $59,545 was raised, and the additional money will be put into the restoration fund.

The Museum already owns and operates four UP passenger cars painted in the Armour yellow and harbor mist gray livery, and the E8 will eventually pull those cars around OERM's loop of track, and, occasionally, out on the nearby Santa Fe main line.

The 942 was built by EMD in 1953, and it was the last E8 purchased by the UP (future E-units were all E9s) and a known veteran of the *City of Los Angeles* streamliner. After Amtrak took over the passenger trains in 1972, 942 was sold to Chicago-land's METRA commuter operation as the 510, which sold it in 1988 to PRI.

WISCONSIN CENTRAL F45 6650 That neat fleet of F45s on Wisconsin Central are now wearing a stunning version of the wine-and-cream paint scheme. The new image was the result of an employee contest, and the final product combined the best elements of the 30 entries (**page 4**). With more than 100 active, the WC is currently the largest operator of 20-cylinder SD45, F45 and FP45 units, most of which were purchased in recent years from the Santa Fe. Currently, the nearby Wisconsin & Southern shop in Horicon, Wisc., is the only place WC locomotives are being painted, and they outshopped F45 6650 (the first in the new scheme) on September 15, 1995. The final number conversion is: WC 6650 was former-Santa Fe 5955; 6651 was 5956; 6652 was 91; 6653 was 5959; 6654 was 5965; 6655 was 5972; and WC 6656 was former Santa Fe 5981. At press time all cowl-bodied units were painted, except the 6653, which was scheduled for November 1st in the paint shop. As yet there was no decision on whether this scheme will become standard on all WC units, including the hood units.

And if there's any doubt about the historical precedent in the current WC paint scheme, compare the photos on page 4 and pages 58-59. Legend has it that the first try at painting a current WC unit accidentally wound up with the "cream Christmas tree" on the nose upside down, and the railroad liked it. (Remember, it's legend!)

ON THE MOVE TO IRM The Illinois Railway Museum in Union, Ill., (roughly 40 miles west of Chicago) took possession of two big steam locomotives during October 1995 in one of the most innovative movement deals in preservation to date. Remember that retired U30C 5383 that Burlington Northern donated to IRM in August 1994 (April '95 R&R, page 74)? Well, power-short BN borrowed the unit during September and put it to work.

On Friday, October 13, 1995, IRM's Southern Pacific 2-10-2 975 moved from Beaumont, Texas, to Houston over UP. IRM's U30C showed up on the BN in Houston with a crew, and hauled it northward, running each day to crew change points at Dallas, Tulsa, Springfield and Galesburg, where it joined the Chicago, Burlington & Quincy 4-6-4 3007 which IRM bought at auction in July (October '95 R&R, page 38) and recently moved from Atlantic, Iowa. The Hudson- and the Texas-types were then hauled by the U30C to West Chicago on October 24th, and on to IRM on October 25, 1995.

The SP 975 was in a park in Beaumont and given to IRM by the town in exchange for removing it. IRM people worked through a Christmas holiday to get it out of the park and onto a siding where they could prepare it for the 1000-mile trip to the Museum.

The innovative deal IRM struck included leasing the U30C to power-short BN for a period and having the unit show up in Houston to haul the 2-10-2 and 4-6-4 back to the museum at a discount. Everybody wins.

Meanwhile, IRM is launching an aggressive fund drive to restore and operate the Burlington Hudson-type, one of the legendary locomotives of the Midwestern. Tax deductible donations can be made to IRM Project 3007, P.O. Box 427, Union, IL 60180.

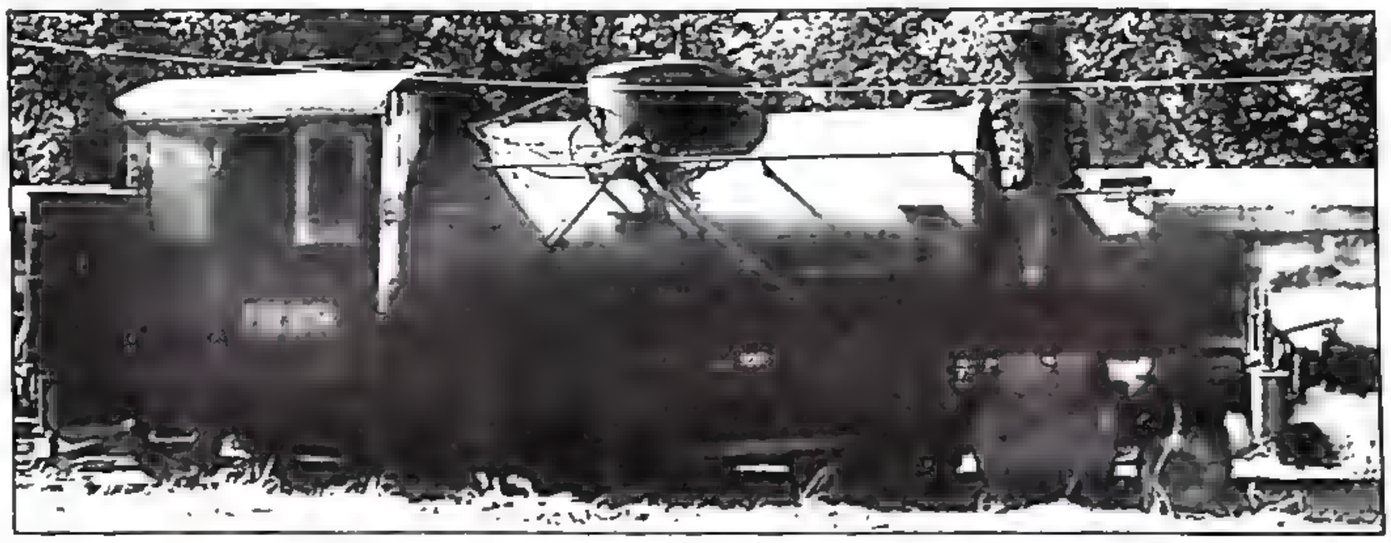
A RARE TRIPLE-HEADER In response to high ticket sales on their regular run out of Chama, New Mexico, the Cumbres & Toltec Scenic Railroad operated a rare triple-header on September 30, 1995. Three of C&TS' three-foot gauge 2-8-2s were needed to provide sufficient power for the 25-car train and its record load of 641 passengers on the steep 4% climb to Cumbres Pass. The train consisted of ten new enclosed cars, 13 of the older open cars and two cabooses. The three engines used were all of different classes: K-27 463, K-37 497 and K-36 487. This trip was the first revenue run for the 497 in over a year, as this engine has just undergone major work which included new flue sheets, new valves and rebored cylinders. This work was completed a few days prior to the September 30 run, and the engine was tested on the line east of Chama only one day before the trip. Earl Knoob, 497's engineer on the record run, reported that it performed quite well — ALEX MAYES.

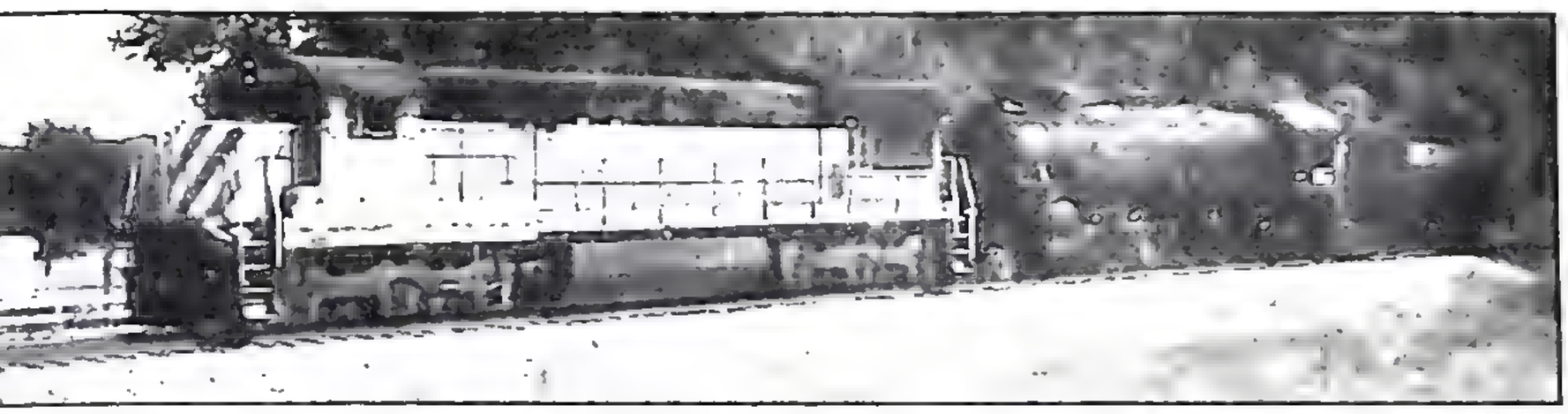
A HEBER VALLEY PHOTO FREIGHT On October 9, 1995, the Heber Valley's newly restored Union Pacific 2-8-0 618 pulled its

ALEX MAYES

A RARE TRIPLE-HEADER occurred on the Cumbres & Toltec Scenic Railroad on September 30th, one of only five in 1995. The three-some was even more unusual in that it used one of each class of narrow gauge locomotive on the C&TS: K-27 "mudhen" 463 and K-37 497 were the helper engines, and K-36 was the road engine. Behind the drawbars were 641 passengers — a new C&TS record for a single train — riding in 25 cars including two cabooses. While it required three Mikados to climb the legendary 4% grades of Cumbres Pass, both helpers were dropped at the top, and the 487 pulled the train on to Antonito unassisted. This trip was the first run in more than a year for the 497, after major shop work.

PETER J. SMYKLA, Jr.





WANNA BUY A 2-6-2T? This 33-ton, standard gauge 2-6-2T is in danger of being scrapped, and could use a good home. Shown on August 24, 1995, on the Kansas City Public Service Freight Operation in Missouri, the 1922 Alco (Cooke) was built for the Boyne City Lumber Company and sold in 1937 to Forest Products in Memphis, Tenn. Interested parties should contact Jim Ashley at 816/444-4662. The 32-inch-drivered tank engine should truck easily.

TOM KLINE

ON THE MOVE TO IRM was Southern Pacific 2-10-2 975 behind IRM's own U30C 5383, shown on October 14, 1995, clanking through the pine forests near Simmons, Texas. This scene of museum-piece-moving-museum-piece was one of the more innovative movement deals in rail preservation. At Galesburg, Ill., this train, X37, picked up CB&Q 4-6-4 3007 which was bought by IRM in July.

THE HEBER VALLEY ran a photo freight on October 9, 1995, for a charter group from England and Germany. The four-car mixed (**right**), pulled by Union Pacific 2-8-0 618, is shown in the depths of scenic Provo Canyon. Heber Valley offers 32-mile round trips out of Heber City, Utah.

KENT BROWN

first photo freight, a charter for a group of railfans from England and Germany. Behind 618's Vanderbilt tender were two ribbed three-bay coal hoppers and two tank cars, plus a Harriman combine for the riders and trailed by a caboose. The Heber Valley liked the charter and is willing to run future photo freights.

Heber Valley's UP 618 returned to life during May 1995 (see August '95 R&R, page 16) after major overhaul. The 1907 Baldwin is correctly sublettered for UP subsidiary Oregon Short Line (built as OSL 1068). It was retired with the end of steam in the 1950s shortly after major shopping, and it was returned to steam during the 1960s on the "Heber Creeper" tourist trains. The state-organized Heber Valley Historic Railroad Authority took over the Heber Creeper in 1991 and began 618's shop work. The UP donated the 618 to Salt Lake City in 1958, which gave it to the Promontory Chapter NRHS in 1970 which moved it to the Heber Valley.

The Heber Valley operates 32-mile, three-and-a-half-hour round trips out of Heber City, Utah, roughly 46 miles east of Salt Lake City on U.S. 40.

Déjà vu in the desert

Sabotage Strikes

Have terrorists finally targeted America's railroads? Or, did someone merely mimic a previous crime? These were among the many questions being asked following the pre-dawn derailment of Amtrak Train 1, the westbound *Sunset Limited*, in a remote stretch of desert 60 miles west of Phoenix, Arizona, on October 9, 1995. The wreck was the result of deliberate sabotage, and although written notes found at the site claim it was done by members of an anti-government group called the "Sons of Gestapo," the FBI was considering a wide range of potential suspects, including members of a rail historical group.

The *Sunset Limited*'s consist of Dash 8-32BWH 511, F40PH 398 and twelve cars was traveling west between Phoenix and Yuma on Southern Pacific's sparsely-used Phoenix Line. Shortly after 1:00 a.m., the train crested the 1059-foot summit of Montgomery Pass and began descending a seven-mile, 1% grade out of the Gila Bend Mountains, doing about ten below the authorized track speed of 60 m.p.h. Unknown to the 20 crew members and 248 passengers was that mid-way down the hill near Milepost 847, between the sidings of Gillespie and Saddle, a section of track had been vandalized in a manner intended to inflict maximum havoc. On a right-hand curve approaching a bridge that spans the dry bed of Quail Spring Wash, a break in the south (outside) rail sent the *Sunset Limited* flying. The locomotives and head-end baggage car managed to cross the bridge and come to a stop in an upright position while the next four cars rolled sideways off the bridge onto the creek bed 30 feet below. The four rear cars remained on the track. Amtrak sleeping car attendant Mitchell Bates was killed, and nearly 100 others were injured. Because the site is several miles from the nearest maintained road, evacuation of the most severely hurt had to be performed by helicopter.

By sunrise, officials from SP, Amtrak, the FBI and state and local agencies were gathering among the weeds and saguaro cactus east of Saddle to sift through the wreckage. Bolts and joint bars connecting two sections of rail just east of the bridge had been removed and were found neatly stacked next to the track. Newspaper and TV reports quoted anonymous sources who claimed that 29 spikes had been pulled from one section of rail, however, Amtrak director of public affairs Cliff Black told R&R that, two weeks after the wreck, there was still no "official" confirmation of spikes being removed. FBI spokesmen Paul Bresson in Washington, D.C., and Jack Callahan in Arizona said their agency couldn't comment on the spike matter at all. The only item found at the site that may provide a link to the perpetrator(s) was a written note filled with anti-government rhetoric which suggested the derailment was carried out in retaliation for the federal raids on the Branch Davidian group at Waco, Texas, and on white separatist Randy Weaver at Ruby Ridge, Idaho. Signed by the "Sons of Gestapo," (a name not listed among known right wing extremist groups, says the FBI), the note was being analyzed closely, but the FBI was not ruling out the possibility that it was merely a ruse to lead the investigation down the wrong track.

While Amtrak No.2, the eastbound *Sunset Limited*, was detouring around the wreck via SP's more southerly (and normally freight-only) Gila Line through Gila Bend, Arizona, a pair of Rio Grande GP40s was dispatched west on the Phoenix Line to couple onto the four rear cars of the westbound *Sunset Limited* and ferry all remaining passengers back to Phoenix.

Although the *Sunset Limited* derailment itself was a human horror and a dark moment for railroading, the news coverage of the wreck was often laughable. Most reports declared that the Phoenix Line's "*computerized*" signal system had been tampered with, when in fact most of the route is still governed by its original 1920s Automatic Block Signal semaphores. CNN referring to the plate girder bridge on concrete piers as a "wooden trestle." And, the 30-foot tumble which several cars made into the sandy Quail Spring Wash was often overblown in descriptions like "Amtrak's twelve-car *Sunset Limited* ... meting into a rock-strewn gorge," to quote the Los Angeles *Times*.

The most accurate assessments of the derailment site came in the form of video being broadcast live on every major network. An aerial view taken from slightly above the locomotives and played on nationwide TV just hours after the wreck registered *déjà vu* with this writer, who recalled seeing an identical picture on page 122 of the book *Southern Pacific Dieselization* by John

SABA PRESS

the Sunset Limited

by Bruce Kelly

...pany (p... ...n 1985 by Pacific Fast ... The ... of the 1939 wreck of *City of San Francisco* near Harney, ... da, bears a striking similarity to the aftermath of the *Sunset Limited* derailment. The picture appears in the 416-page PFM book as part of a 16-page chapter detailing the legendary accident, which involved one of SP's then-new E2 diesel locomotive sets.

Just hours after the Amtrak wreck, R&R faxed a copy of the Harney photo to Amtrak's Cliff Black, who phoned back saying, "Thanks for showing me what all the talk is about." It turns out that a more abbreviated article on the 1939 Harney disaster had just appeared in the latest issue of *SP Trainline*, a quarterly publication from the SP Historical & Technical Society. *Trainline* editor and noted rail author John Signor told R&R that the FBI visited his office in Dunsmuir, Cal., for several hours the evening after the Amtrak wreck, asking to see more information regarding the 1939 derailment and copying the names and addresses of *Trainline*'s roughly 1800 readers, about 30 of whom live in Arizona. Signor said he was never considered a suspect, but one FBI agent did have the presence of mind to ask him, "Where were *you* last night?" Circulation of the Fall 1995 *SP Trainline* and its four-page story just days prior to the *Sunset Limited* incident led investigators to suspect the Amtrak wreck was more likely caused by a crazed rail buff or disgruntled railroad employee than by some radical right wing group.

The physical characteristics of the two derailments are nearly identical. Both involved westbound passenger trains, on the SP, in remote desert country, at night, with track vandalized on the south side of a right-hand curve at the approach to a bridge. In 1939, a lone person was spotted on a distant cliff overlooking the derailment site but vanished into the nearby canyons when a mounted posse went into pursuit. In 1995, passengers struggling out of the *Sunset Limited* wreckage saw a man in a cowboy hat standing nearby in the pre-dawn darkness.

The more one considers the circumstances surrounding the Amtrak derailment, the more it becomes apparent that it was done by someone intimately familiar with railroading and with the Phoenix Line operations in particular. The *Sunset Limited* runs only three days a week; had the track near Saddle been vandalized at the same time on the day before or the day after Monday, October 9, it would have resulted in the derailment of an SP freight train, probably with little or no harm to its crew, and certainly with less attention from the media. SP spokesman Mike Furtney said that Phoenix-to-Los Angeles manifest freight PXLAM rolled west past Saddle about 6:30 a.m. on Sunday, 19 hours before the Amtrak derailment.

Railroad knowledge was also applied in the rigging of a jumper wire between the separated rails, which ensured that low-voltage electricity would still flow down the track to hold signals ahead of Amtrak 1 in their normal "clear block" condition. (Whoever derailed the *City of San Francisco* in 1939 didn't have to use a jumper cable to fool the signals; they merely kept the original bond wire in place while disconnecting the rails.)

The timing, as well as the *location* of the sabotage, at the east end of a bridge, suggest that the westbound *Sunset Limited* was specifically targeted. An eastbound train would have been safely across the bridge by the time it reached the separated rails and would have derailed into sagebrush and sand rather than falling 30 feet into a dry wash. Amtrak Train 2 was scheduled to cross the bridge about four hours *after* Train 1.

It's not yet known whether a local controversy involving SP, Amtrak and the Phoenix Line played a role in the October 9 derailment, but it deserves mention in this context. SP's original main line across Arizona, built during 1879-1881, passed some 30 miles south of Phoenix in its fairly direct course between Yuma and Tucson. In 1887, the Maricopa & Phoenix Railroad completed its line (later to become an SP branch) from the SP main line north to Phoenix. But, not until the 1920s, when SP constructed its second and more northerly Arizona main line, did Phoenix finally have through rail service. Today, the original SP route across Arizona — referred to as the Gila Line between Yuma and Tucson — features welded rail, CTC signalling and more than 40 trains a day. Between Wellton and Picacho it is freight-only, since Amtrak's *Sunset Limited* travels between these points on the more northerly 1920s main line via Phoenix. The Phoenix Line sees relatively few trains, has mostly jointed rails and is almost entirely ABS territory. SP's Mike Furtney said the section between Wellton and Phoenix alone, where the *Sunset Limited* derailed, still hosts 48 separate lower-quadrant semaphore signals dating from the Harriman era.

Citing inadequate traffic and the cost of maintaining an infrastructure that's seen little modernization in 70 years, the SP announced in mid-1995 that it would require Amtrak to pay for the Phoenix Line's upkeep starting in March 1996. Constrained by an ever-dwindling budget, Amtrak responded with plans to simply reroute its *Sunset Limited* onto the Gila Line, offering bus connections to Phoenix, beginning as early as October 1995. That date has now been revised to April 1996 while Amtrak and SP await the outcome of the UP-SP merger. As was the case at the turn of the century, Arizona's most populated city is boiling mad over the thought that it might be left without direct passenger rail service.

Terrorism against America's railroads? Rail buffs gone mad? Whatever happened to the *Sunset Limited* prompted immediate defensive measures across the country. Security patrols were doubled at major intercity and commuter stations along the Northeast Corridor, and even R&R's backyard railroad, the New York, Susquehanna & Western, ordered its personnel to be on "heightened alert" for possible trouble. As if mega-mergers and horrific new paint schemes weren't enough to bother railfans, there's now the possibility that many of our favorite train-watching spots may become as inaccessible as Fort Knox: fenced off, gated shut, "keep out." At the very least, railroads will be eyeing the fans a bit more closely now. Santa Fe Railway manager of public affairs Mike Martin said that AT&SF train and maintenance crews have been asked to keep a sharper watch of persons seen along the track. Railfans who for years have enjoyed a virtual open house driving the maintainer's roads in Cajon Pass and on Sand Patch might be answering to special agents or local police during their next visit.

Meanwhile, back near Saddle, a square mile of desert has been scoured for evidence, and the derailed Amtrak cars have been cleared from the scene. The Phoenix Line was restored to full service at 6:25 p.m. on October 17; the first train past the derailment site was an SP PXLAM around 10:00 that night. And, as of late October, the investigation was still under way.

On October 20, the FBI's Jack Callahan said there were "probably a thousand leads" still being followed up. As for the 1800 or so readers of *SP Trainline*: "We've talked to numerous subscribers and are still contacting others at this time."

Despite a $10,000 reward, questioning of several thousand suspects and five years of active investigation, the FBI never did learn who caused the 1939 wreck of the *City of San Francisco*. A reward of $20,000 is being offered for information leading to the arrest and conviction of whoever derailed the *Sunset Limited*. Anyone with a legitimate tip can phone the FBI's hotline at 800/905-1514.

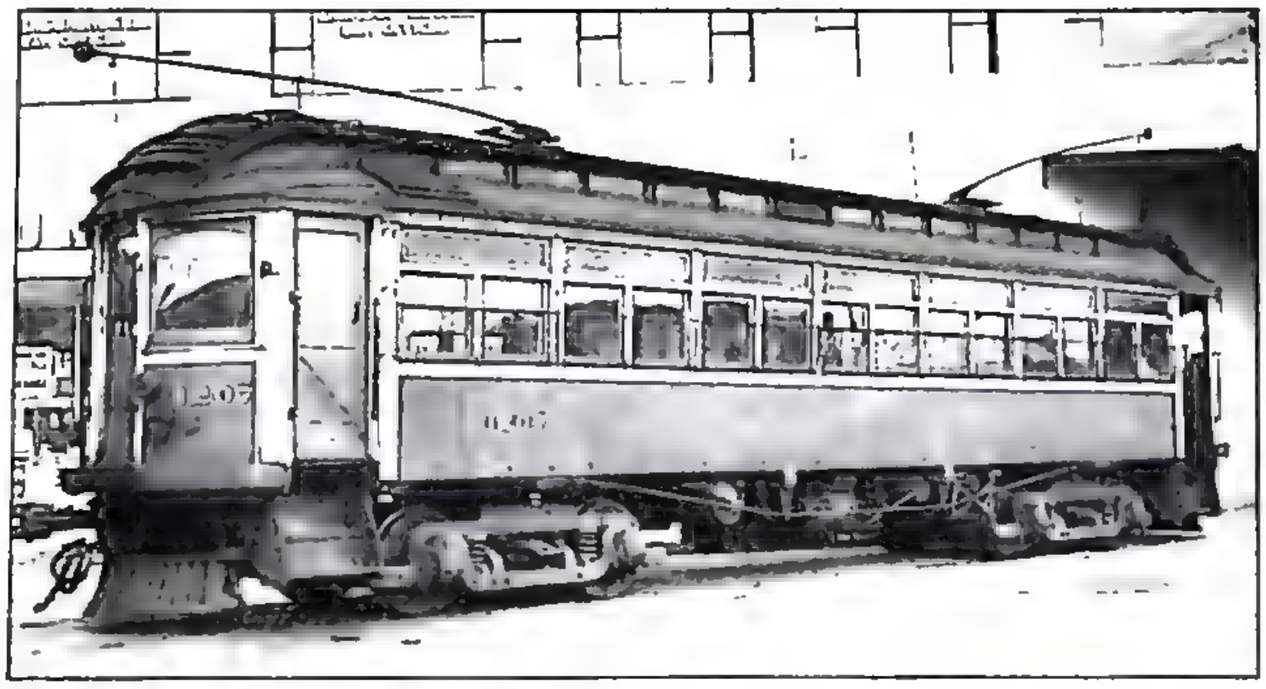
SAN FRANCISCO EXAMINER PHOTO COURTESY OF PFM PUBLISHING

NEARLY IDENTICAL DISASTERS, though 56 years apart. At **left**, Amtrak's *Sunset Limited* lies toppled into Quail Spring Wash near Saddle, Arizona, on October 9, 1995. **Below**, SP's *City of San Francisco* rests in the Humboldt River near Harney, Nevada, in August of 1939.

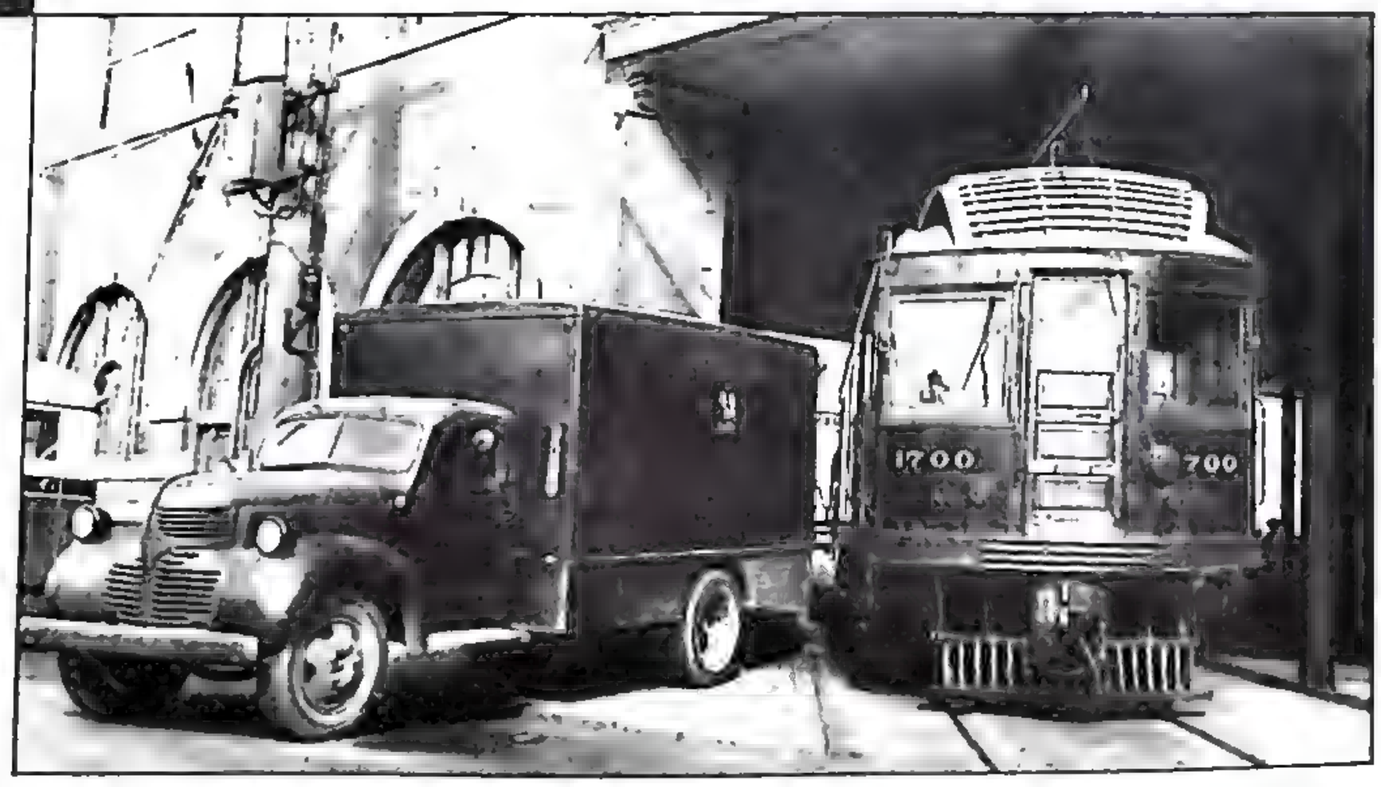
PHOTOGRAPHY ERNIE PLANT, EXCEPT AS NOTED

Remembering British Columbia Electric

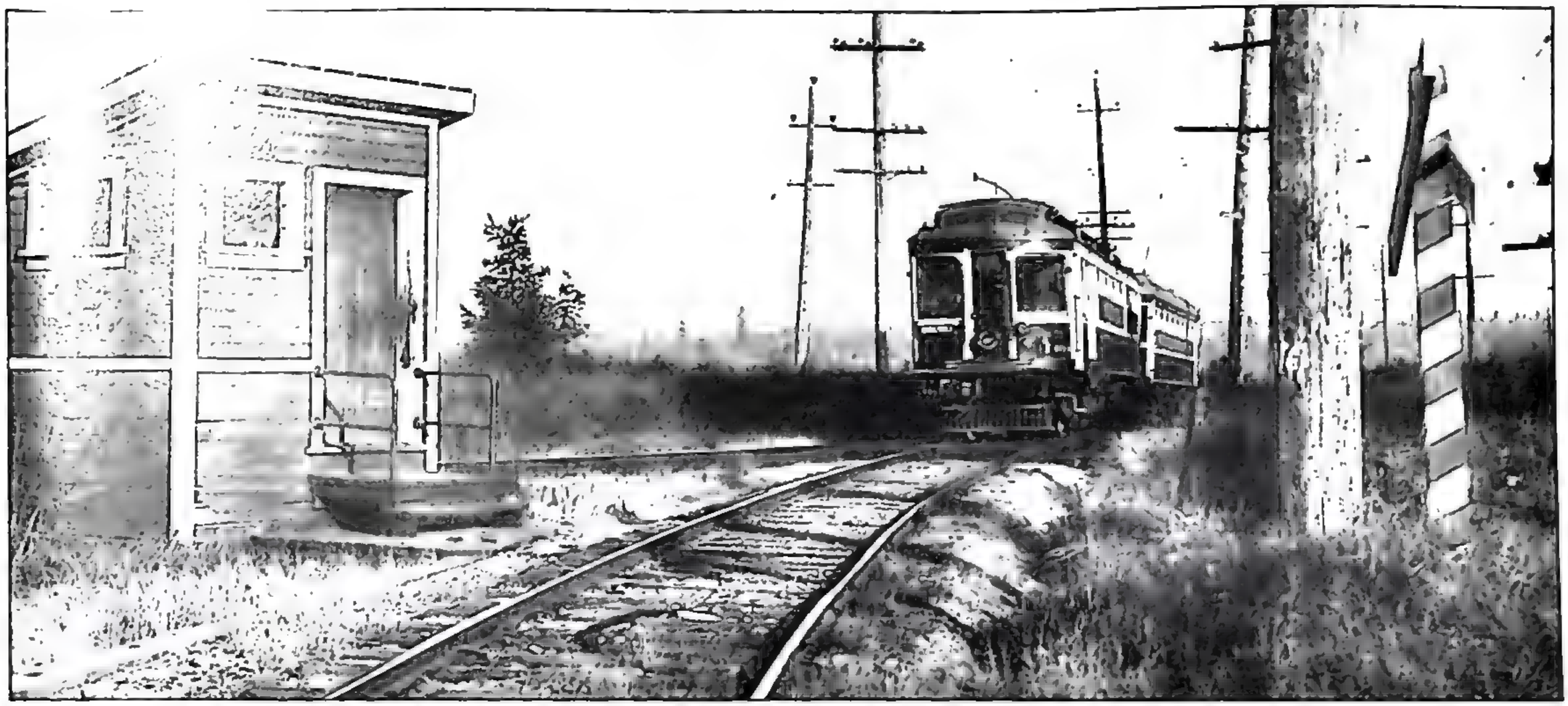
Vintage Ernie Plant photos from the RAILROAD MAGAZINE files



PETER COX



THE MARCH 1948 ISSUE of Railroad Magazine carried a feature on the British Columbia Electric Railway by Richard Neuberger that was illustrated by these photos from Ernie Plant of Vancouver — the Peter Cox view of car 1207 at New Westminster in 1956 (**above right**) was a transit column photo from the December 1963 issue. Electric locomotive 974 (**top**) was only three miles out of New Westminster as it rounded the Scott cutoff with an extra west with both trolley poles up. All of Plant's photos were undated but appear to be of post-war 1940s vintage. There was a bustling mail, baggage and passenger business at Abbotsford (**above**) for train No.2 eastbound for Chilliwack. A Royal Mail truck (**right**) was loading interurban car 1700 at the New Westminster station. At that time the photographer noted that the BCE was hauling about 500 sacks of mail a day up the Fraser Valley. The BCE equipment displayed classic interurban appearance.



THE MANUAL INTERLOCKING PLANT at Clayburn, B.C., was guarded by semaphores in the 1940s and remains that way in 1995 (see page 49). Two-car Train 7 was headed from Chilliwack to Vancouver as it crossed the CPR diamond. Steeple cab motor 962 (**right**), formerly Oregon Electric 23, was moving west out of New Westminster with 28 loads of livestock in classic CPR wooden cars. While the timber approaches on the east end are now steel, the New Westminster Fraser River bridge is the 90-year-old original. Interurban Train 2 for Chilliwack (**below**) passes the GN approach on the left and CNR on the right.

THE SOUTHERN RAILWAY OF BRITISH COLUMBIA

Today's successor to the British Columbia Electric and BC Hydro

While driving along in your car, you come up to a railroad crossing. The warning lights are flashing, and excitement builds as the train approaches. With a blast from the horn, three units come into view. As the train gets closer, it appears somehow different. Two SD38-2s bracketing an SW900 roar past. There are no double-stacks — just 40- and 50-foot boxcars, gons, tank cars and, surprise, a caboose!

Someone inside the caboose waves back at you. "I must be dreaming." It's no dream. You've just had an encounter with the southernmost railroad in western Canada. It's a small railroad by today's mega-merger standards but operates in a first class way. Welcome to the Southern Railway of British Columbia.

PHOTOGRAPHY: JAMES R. DOUGHTY, EXCEPT AS NOTED

A geography and history lesson

This "throwback" to 1970s-image railroading has its roots as a trolley system in Vancouver, British Columbia. The geography of Vancouver is not as simple as it might appear at first glance. While it is located at the mouth of the Fraser River — which carves a spectacular gorge as it exits the mountains some 80 miles to the east — Vancouver has its "back" to the river and "faces" the stub-ended Burrard Inlet with a waterfront to the north. Laid against an abrupt wall of mountains, the narrow but deep Burrard Inlet makes a much better seaport than the wide but shallow delta of the Fraser River.

The first railroad to venture inland from Vancouver was the Canadian Pacific, which left the Burrard Inlet seaport of Port Moody in 1881 and didn't join the Fraser River until it was about 15 miles east of town (like the Central Pacific and Union Pacific at Promontory in 1863, the east and west segments of the CPR were joined at Craigellachie, B.C., in November 1885). The Canadian National later occupied the south bank of the Fraser River, leaving the broad valley south to the U.S. border with no immediate rail access.

The B.C. Electric Railway Company Limited took over public transit in Vancouver, Victoria, New Westminster and North Vancouver in 1897. Along the Fraser Valley, the BCE provided a vital link to outlying towns and communities isolated by distance and lack of good roads. BCE trains took farmers' milk and produce to markets while bringing back feed, machinery and supplies, regardless of weather. Passenger service provided convenient transportation for settlers going to visit the nearby cities.

Historian Henry W. Ewert described the BCE in its heyday following World War II as having: "... 111 route-miles of streetcar operations in four cities, seven interurban lines totaling 141 route-miles (excluding the interurban mileage run on street railway lines), 400 streetcars (including ten single-truck Birneys, 20 m.u. cars, 36 PCC's) and an almost overwhelming miscellany of some 90 interurban coaches, trailers, combines, post office cars, express-baggage and express coaches, 13 steel

WITH WHITE FLAGS FLYING, Extra 382 East drops down Mt. Lehman Hill approaching a crossing at Gifford, B.C. on May 23, 1986. Later that day, the same West Valley Turn is ready to depart Huntingdon (**opposite**) with cars from the CN at Chilliwack and BN at Sumas.

locomotives, numerous wood-bodied locomotives, snow plows, snow flangers, sweepers, sprinkle cars, dump cars, wreck cars, line cars, steam shovels, electrical shovels, derricks, maintenance cars, cabooses, boxcars, flats and more. A company shop in New Westminster employs 400 men, constructed over 230 of BCE's 600 pieces of rolling stock and completely rebuilt, in a splendid modernization program, 154 streetcars between 1937 and 1946."

The Second World War had brought women into service as conductors for the first time. During December 1941 a full wartime blackout was in effect for three days, and all BCE trains ran using the minimum amount of light possible. In the 1950s the BCE carried out a "Rails to Rubber" program which spelled the end for streetcars, as trolley busses and motor coaches took over. The streetcars came off in 1956, and the BCE concentrated on freight service.

"BC Hydro" was formed in 1962 through an amalgamation of the BC Power Commission and BCE. The first annual report for BC Hydro showed freight service had carried 1,567,000 tons by March 31, 1963. The last electric locomotives worked in the Vancouver yard before the wires came down for good between 1975 and 1976.

The BC Hydro name lasted for 26 years until 1988, when the Power Board of Governors and BC Hydro wanted to specialize in hydro-electric power exclusively.

The railroad went up for sale, and the successful bidder was ITEL Rail, which belongs to the Washington Corporation (the parent company of Montana Rail Link). ITEL took possession of the railway on September 30, 1988, under the new name of" Southern Railway of British Columbia" (SRY). Superintendent J.F. van der Burch observes: "We believe that SRY has a tremendous potential as a short line railway. We are proud of the past service record of the employees, and we feel that through a careful rebuilding program of our physical plant we can achieve our objective of providing the highest quality of customer service regionally available."

by James R. Doughty

Motive power

Four SD38-2s and 15 multiple-unit equipped EMD switchers make up the present SRY motive power roster (SD38-2s 381-384, SW900s 900-909, SW1000s 910-911 and SW1500s 151-153). Previously painted in a bright yellow with a red stripe down the center of the hood, these units carried the BC Hydro herald and markings. In 1986 a program was begun to repaint them an attractive dark royal blue with a white and red horizontal stripes. Until 1988 the units were lettered BC HYDRO RAIL on the top of the long hood; today they read SOUTHERN BRITISH COLUMBIA in the same spot.

The SRY also has seven cabooses — in these days of FREDs, rear-enders and talking detectors, it's a delight to see a working caboose carrying a crew member who actually waves back.

"The BCE Route"

The Southern British Columbia Railway is focused at the Trapp Yard complex along the north side of the Fraser River at New Westminster, a few miles east of downtown Vancouver. Its main line meanders eastward through the valley south of the river to a CN interchange at Chilliwack, about 50 air miles and 64 rail miles away. Other lines reach the 17-or-so miles westward toward Vancouver itself. The SRY moves a well-balanced mix of commodities, though automobiles, lumber and feed grains hold the lion's share. The SRY also services a number of fast forwarding warehouses.

The railway currently works six yard jobs and four road jobs. The yard jobs and all but two of the four road jobs are based out of Trapp Yard. The 0700 (7:00 a.m.) weekday Trapp yard job switches interchanges with the Burlington Northern (former Great Northern), CP Rail and Canadian

National and marshals the SRY road jobs. The Trapp Yard 1500 (3:00 p.m.) Monday through Wednesday, 0900 Saturday and 0800 Sunday jobs cover the same work as the 0700 weekday.

The 1500 Monday through Friday yard job switches Annacis Island and brings out automobiles which go to the CN and CP Rail. The first night job, 2230 Sunday through Wednesday and 1800 on Thursday, spots all industries on Annacis Island and Queensboro.The midnight switcher, 2400 Monday through Friday, switches interchanges and marshall trains.

The road jobs originate from Trapp Yard and Huntingdon (43 miles east on the main line). The West Turn No.1 out of Trapp Yard, called for 1530 Monday through Friday, takes freight from New Westminster 13 miles east to Langley where it meets the East Turn No.2 out of Huntingdon, and they exchange trains and switch the Langley area. However, if West Turn No.1 has heavy tonnage, it will continue on to Huntingdon and return to New Westminster.

West Turn No.2, called for 2300 Sunday through Thursday, switches South Westminster, the Fraser-Surrey docks and the Newton area. If the West Turn No.1 goes to Huntingdon, then Turn 2 will also switch Langley.

The jobs out of Huntingdon are a bit more complex. The East Turn No.1, called at 0800 on Monday, Tuesday and Friday; 0900 on Saturday and 1000 on Sunday, takes freight from Huntingdon to Chilliwack for interchange with the CN. It then brings freight back to Huntingdon and switches the yard and also delivers to the BN (former Northern Pacific) at Sumas, Washington. An extra crew covers this schedule on Wednesday and Thursday.

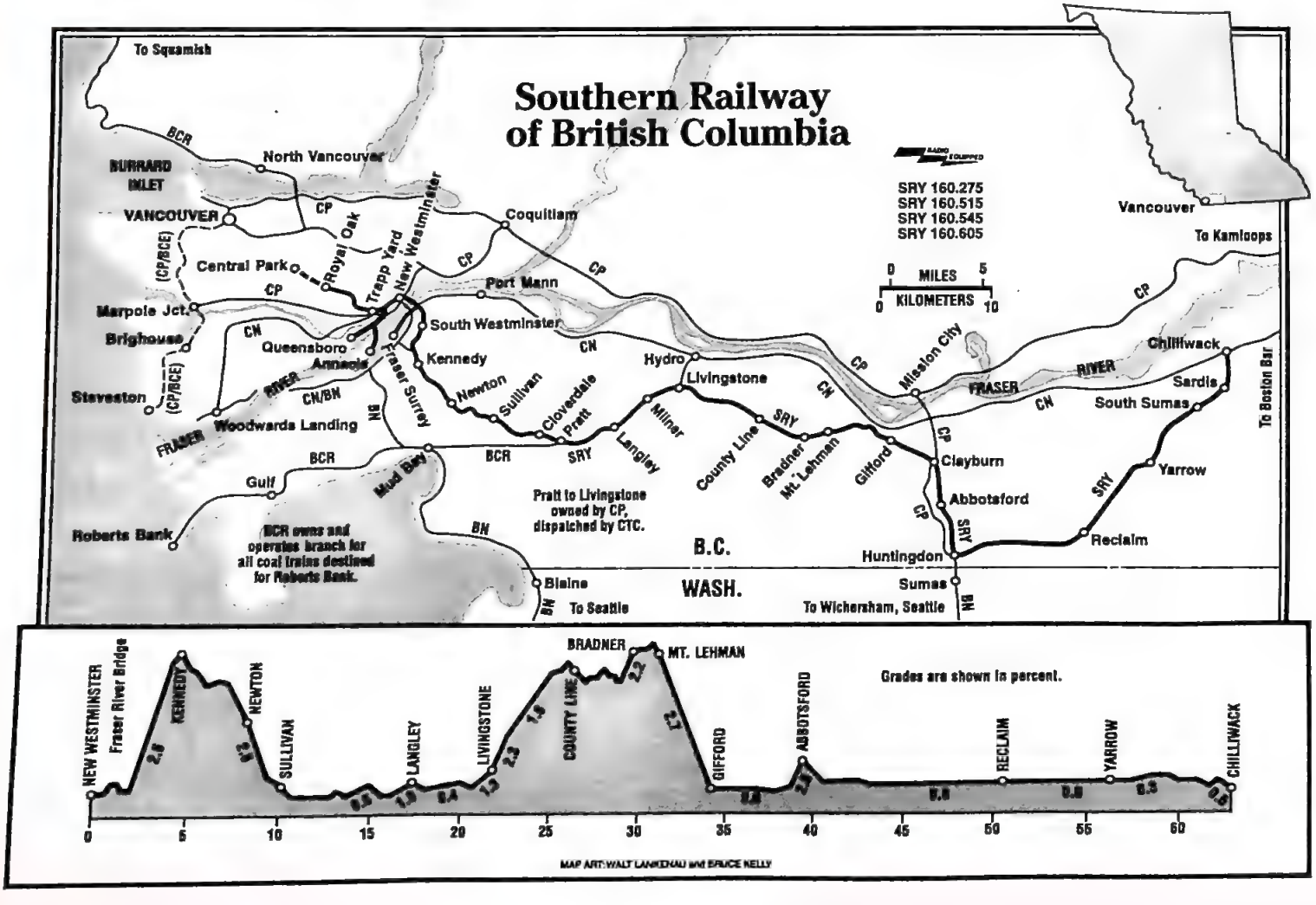
East Turn No.2, called for 1500 on Monday through Thursday and 1800 on Sunday, switches Huntingdon yard and goes to Langley to meet West Turn No.1. It also makes up the train for East Turn No.3. If the CN delivery at Chilliwack is late, No.2 crew will go to Chilliwack, pick up the train and return. An extra crew covers this 1500 job on Friday, working Huntingdon and Abbotsford and going to the CN if necessary.

East Turn No.3, called for 2300 Monday through Friday, switches the feed mills in the Abbotsford area, weighs the loads and delivers to either the BN at Sumas or the CP Rail yard at Huntingdon.

The Block Job, called for 0700 Saturday and Sunday, starts at Trapp Yard. On Saturday it goes to Huntingdon with a freight and fresh locomotives (usually four units). It then picks up a freight and brings back the switchers that have been there all week (usually one SW1500 and three SW900s). On Sundays it switches the Newton and Langley areas and returns to New Westminster.

Railfanning the SRY

A well-planned trip to Vancouver with some advance preparation will result in a successful railfan experience. I recommend obtaining a detailed road map of the greater Vancouver and Fraser Valley areas put out by CAA, Canada's version of the American Automobile Association (AAA). I also suggest writing to the SRY to receive permission to be on the property. Their address is: Southern Railway of British Columbia, 2102 River Drive, New



THE WEST VALLEY TURN No.1 met Turn No.2 (at right) at Langley on May 23, 1986. All four of the SD38-2s are in the photo. On another day in May 1986, the West Valley Turn (**below**) was dropping westbound off the New Westminster bridge over the Fraser River as it approached Trapp Yard with SW1500 152 tucked between freshly painted SD38-2s 383 and 382.

JIM BOYD

Westminster, B.C. V3M 653 You can also telephone them at 604/521-1966.

Now, let's get the scanner programmed. There are four frequencies to cover all the action on the SRY. They are: 160.275 mHz, Channel 1, road RTC (Rail Traffic Controllers); 160.515, Channel 2, switching office and MofW; 160.545, Channel 3, switching train crews and yard office, and 160.605, Channel 4, switching train crews.

Let's begin our tour of the SRY at the base of operations, Trapp Yard. If you are coming from Washington state, at the border crossing of Blaine, take highway Route 99 north to the Route 91 interchange and on to Queensboro. You'll cross over some tracks that take coal trains to Roberts Bank Coal Port. The Queensboro bridge goes right over Trapp Yard. Take the Marine Way exit to River Road, which will bring you right next to the yard. The yard office is at the east end of the yard.

Trapp Yard rests on 21 acres along the north side of the Fraser River at the New Westminster-Burnaby border. It has a total of 7.4 miles of track, which can accommodate up to 650 cars. The diesel facility is on the west side of the yard. All SRY units are serviced and maintained here, as well as some occasional outside visitors. The machine shops does some outside work, as well (new owner MRL has been sending some of its units to the SRY shop for work). At the time of this writing, MRL GP9 111 was inside for rewiring and electrical updating, and SD9 606 was having its control stand changed and a 26L brake system installed. The CN and CP Rail have sent units over to have their wheels turned and other jobs performed.

The best time to photograph the units for your roster collection is the morning. Just think, you can photograph almost the entire fleet in one session. Usually two units are kept at Huntingdon for the road jobs to Chilliwack. You may also see some transfer trains from the CN or CP Rail, which pass by Trapp Yard on the east side. To photograph the morning yard jobs, just take the Queensboro bridge back to either the Boyd Street exit or the Annacis Island exit.

To follow the Marpole Spur, stay on Marine Way, which parallels the tracks all the way to Marpole Junction. There are many industry leads and plenty of switching along here.

Some interesting photo opportunities exist on the old Central Park Branch to Royal Oak, which follows the SkyTrain route (a great way to see Vancouver, SkyTrain goes all the way downtown and stops at the VIA Rail passenger terminal).

Riding a road job

Now that you've seen the yard, let's take a look at the main line. What better way to see the Fraser River district than from the cab of an SD38-2. It's a pleasant day in July 1995, and we'll

ride West Turn No.1, operating as Extra 382 East.

We climb aboard our power (SD38-2s 382, 381 and 384) outside the Trapp diesel shop and pick up our train, 22 cars and caboose A-4, on Track 16. Our crew is veteran engineer Barry Turriff, conductor Don Moore and brakeman Gary Brown. We receive our clearance from the dispatcher to run as far east as Pratt (14.35 miles).

We depart at 1530 hours and head toward the Fraser River bridge, staying right along the riverfront until we reach the stiff 2.3% grade to approach the span. We hear on the radio a westbound CN grain train, 5105, stopping just east of the bridge to wait for us to cross. This train has come from the big CN Port Mann yard and is headed for export north of downtown Vancouver. Today we have a speed restriction of 8 k.p.h. (5 m.p.h.) across the bridge.

The New Westminster Fraser River bridge, built over 90 years ago, sees traffic from CN, BN, CP Rail, VIA, the *Rocky Mountaineer* and the SRY. The CN brings coal trains as well as grain and transfer jobs, while the BN trains come from Blaine, Wash., and terminate in downtown next to the VIA passenger station. VIA and the *Rocky Mountaineer* run on CN rails.

As we cross the bridge, I ask Barry what we can look forward to on the trip. He gives us his timetable and has us look at the condensed profile of the Fraser Valley Subdivision. It's going to be a wild ride. "We have four hills to overcome: Kennedy Hill at 2.6%, Hyland at 2.5%, Mt. Lehman at 2.7% and into Abbotsford at 2.5%."

At the east end of the bridge, the tracks go in three directions. To our left is the CN connection, while to our right is the old Great Northern to Blaine and an industry lead (which West Turn No.2 uses). We go straight ahead to attack Kennedy Hill. Barry puts the SD38s into Run 8 as we begin to twist and turn up the hill. It's great to hear the '38s roar to life, and the sound is deafening! We look back at our train to inspect the cars and see our caboose.

Kennedy Hill is definitely one place to plan some photos of the train. The track is free of power poles from the BCE days. Tall beautiful trees line the track, and there are a couple of hills which make good vantage points. This is also a "must" for the tape recorder or video. To access Kennedy Hill, use the Scott Road exit from Highway 99A.

As we crest the summit at Kennedy Park, Barry tells us a story about a lumber reload company we switch at Kennedy. "Some years ago a lumber reload company at Kennedy received a call from a customer in Chicago who had received a boxcar of lumber. Inside the boxcar was a German Shepherd dog! The pooch was alive but in poor shape. It turned out that this dog was a stray who had become friends with the men at the reload yard. He was inside the boxcar as it was being loaded, and the door was closed without anyone realizing that he was inside. I was on the crew that picked up the load in the afternoon. We took it to Langley and returned it to Trapp Yard. That evening it was weighed and marshalled into the track for the BN. The next day it was taken to the BN at Sumas, then down to Seattle and east to Chicago.

"The folks at the reload yard thought that the dog had just decided to leave and weren't aware of the trip it had taken. Upon receiving the call from Chicago, the owner of the reload company asked if they could take the dog to a vet and get him well enough to fly him back to Vancouver. The dog fully recovered, and the owner of the reload company took him home. The now-domesticated stray needed a name, and was quickly dubbed 'Chicago.' The vet attributed the dog's survival to the fact that there was some snow on the lumber in the boxcar, which enabled him to have water."

Passing the summit, we begin a steep descent down about five miles of 2% and 2.5% [illegible] where the line then levels out [illegible] heads for Cloverdale (Mile post 15 [illegible] Trapp Yard). We begin to see [illegible] poles that were used for the [illegible] around Cloverdale. Barry observes, "The reason you see so many power poles and wires in photos here is because the B.C. Electric used the right-of-way for power transmission lines and also to hold the trolley wires for the electric freight locomotives and interurbans."

The radio gets busy again as we hear a CP coal train is approaching Langley; we will wait for it at Pratt Junction. We see a double red ahead of us and come to a stop. We are pleasantly surprised to see cowl-bodied SD40F 9010 and SD40-2 6021 blast by with loaded coal for Roberts Bank. Some 50 cars back are two more SD40-2 helpers.

CTC and Roberts Bank

The SRY has trackage rights over 7.48 miles of CP Rail's Page Subdivision from Pratt to Livingstone, which is under Centralized Traffic Control. Coal trains from both CP and CN — about 14 a day, ten CP and four CN — travel this segment to reach the Roberts Bank coal port. The CN reaches the port from its Rawlison Subdivision, and the CP trains cross over at Mission City to ride on CN rails to Livingstone.

To get to Roberts Bank, take Highway 10 (Ladner Trunk Road) from either

SEMAPHORES STILL GUARD the manual interlocking at Clayburn where the SRY crosses the CP's Mission City to Sumas branch (compare with BCE photo on page 43). The SD38-2s were westbound on May 23, 1986, while caboose A-2 (**right**) was eastbound on March 21, 1986. The West Valley Turn was eastbound (**opposite**) alongside the Buckerfields plant in Abbotsford on May 23, 1986.

Highway 91 or 99. Go west on Ladner to Route 17. You see the coal trains cross over the highway west of the 91 interchange. Take Highway 17 south to 28th Avenue and go west (28th Avenue becomes 27b) to the port entrance. Here you can photograph the trains with the waters of the Strait of Georgia on both sides. Late afternoon is best for photography, as the trains loop through the unloading docks and then head north again.

Meanwhile, back at Pratt

After the coal train has passed, we receive a green signal and head east toward Langley. On somewhat level track, we roll smoothly along at 50 k.p.h. (31 m.p.h.) on 136-pound welded rail. The dispatcher tells us were clear all the way to Huntingdon. Past Langley we get into the more rural countryside with farms and wide open spaces. We pass the community of Milner and head under the freeway toward Livingstone. We hear that CN coal train 771 is waiting for us at the junction.

We notice that Barry been on the airhorn a lot and ask him about grade crossings. "From Trapp Yard to Huntingdon round trip, there are over 160 grade crossings. With such a large number, we do have a fair share of accidents with vehicular traffic. No one likes this, and the outcome for the vehicle and its occupants is usually very unpleasant for all involved."

Mount Lehman is the next challenge with its ten-mile climb from Livingstone (mostly 1.6% with a short stretch of 2.3%) and an abrupt 2.7% three-mile downgrade to Gifford. The uphill pull isn't quite as bad as Kennedy Hill was, but Barry is doing everything he can to hold the train back as we plunge down the hill. Talking about Mt. Lehman hill, he observes, "Working on this railroad, you learn to have a lot of respect for the weight of trains and the effect that the grades have on your speed and control. In some winter conditions with certain trains, you find that you can just maintain the slow order with maximum brakes applied."

We flatten out at Gifford for level running to Clayburn in a beautiful farm valley rich with agriculture. We can also see the CN main line across the valley and watch a meet between two grain trains.

Semaphores at Clayburn

Clayburn is perhaps the highlight of the entire SRY. It is here that a manual interlocking still exist with semaphore signals protecting the SRY and CP Rail Mission City-Huntingdon branch. The SRY crosses the CP at grade and then heads south to parallel the CP line to Sumas, Washington. Employees Timetable Rules 13.0 and 13.1 best explain what happens at Clayburn:

> **Rule 13.0** Clayburn-CPR crossing at grade Mile 37.07 manual interlock: Instruction for operation of manual interlock are posted inside the interlock control building located on the northwest side of the tracks
>
> .
>
> **Rule 13.1** Crew member from head end of train will enter the control building and operate levers as posted inside the interlock. When movement is to proceed, the crew member will exit the control

building, lock the door and board the head end of the train. After the train has pulled through the interlock, a crew member from the rear of the train will stop the movement, enter the control building and restore the levers to normal position. At no time is the control building to be left unlocked while unattended.

Brakeman Gary Brown climbs off and walks over to the interlock building. We detrain also to record the units going through the semaphores. We let our train pass and get on board the caboose with conductor Don Moore for the ride into Huntingdon. It's great to be inside the caboose for the remaining trip. We pass Abbotsford and come to a stop at Huntingdon, where we see SW900s 909 and 907.

It's time for some beans, and we all enjoy a good meal inside the caboose. We ask Barry how he got started in railroading.

"I started with the B.C. Electric Railway in June 1961 as a trainmen. Went to conductor in 1964. Became an engineer in 1967." We sense some pride in Barry's voice as he tells us of his service.

After our meal, we put the caboose on the rear of our westbound train and head up to the north end of the yard. The two yard jobs which call Huntingdon home to go 21 miles east and interchange with the CN at Chilliwack. They also interchange with the BN at Sumas Wash., about two miles south of the yard.

Westbound

We climb back on board and now become the Extra 384 West for our return trip to New Westminster. The crew goes through the motions once

again at Clayburn, giving us another opportunity to photograph our train with the signals. Highway 11 follows the tracks all the way past Clayburn toward Mission City. CP Rail sends a daily train down to Sumas with two or three GP38-2s.

Westbound we tackle the same grades in reverse order. We gain momentum by putting our SD38s back into Run 8 for the assault on Mt. Lehman. (To reach Mt. Lehman while chasing, you need to take a few back roads. From Clayburn you should have plenty of time to step up at the summit. Take Clayburn Road west to Seldon and go south for a mile to Downes Road. Go west on Downes until you reach Mt. Lehman Road and then go north until you reach trackside.)

As we roar up Lehman Hill we see another meet [illegible] train [illegible] an east-bound empty [illegible] train [illegible] counters a loaded coal [illegible] will run [illegible] of us at Livingstone.

When we reach Langley [illegible] has some switching to do and meet the [illegible] road job out from Trapp Yard [illegible] SD38-2 383. We meet a CP Rail empty coal train at Pratt before continuing on to Cloverdale. The rest of trip is routine, except when we get to Kennedy Hill where we see two boys standing on a hill next to the tracks. They appear to be elementary school age, and we're wary of getting rocked. However, the boys do a 180 and drop there pants and "moon" us right into the headlight!

The roar of laughter from Barry and Gary drowns out the engines. Barry roars, "Now that's a first for me!"

We try to recover our composure as we descend to the Fraser bridge and return safely to Trapp Yard in darkness. Our crew ties up the train and thinks about home. There is a round of handshakes and thanks for a wonderful trip.

When to visit

The best time to visit the SRY is late spring to early fall. The summer offers the most opportunities to photographed the railroad in the late afternoon and evening, as the sun will set as late as 10:00 p.m. Accommodations are plentiful in Canada, and the greater Vancouver area has a lot of railroad attractions. So when you plan your trip to Vancouver, take a break from the big time railroads of CN and CP Rail in the Fraser River Canyon and BC Rail along Howe Sound to see the Southern Railway of British Columbia, a short line railroad with a first class attitude.

THE CREW of the West Valley Turn was waiting at Langley for a CP coal train in July 1995. Left to right are engineer Barry Turriff, conductor Don Moore and brakeman Gary Brown. That's Barry (**above**) at the throttle.

Special thanks

The author would like to extend his gratitude to engineer Barry Turriff, who introduced him to the BC Hydro in 1986. His friendliness and correspondence helped bring about many pleasant trips to see the railroad run. Thanks also to superintendent J.F. van der Burch for permission to be on the property and information on the history of the SRY, and crew members Don Moore and Gary Brown — JAMES R. DOUGHTY.

THE 2.6% CLIMB UP KENNEDY HILL made a fine view from the cab. A CP Rail coal train for Roberts Bank (**left**) was observed at Pratt Junction. The SD38-2s were in their BC Hydro livery (**below**) at Huntingdon on August 14, 1985. In May 1986, SW900 903 (**bottom left**) was still in its old colors at Trapp Yard with caboose A-7. The 151 and 383 (**below left**) were in new colors on October 6, 1986. The SD38-2s (**bottom right**) were at the loco shop on August 1, 1995.

Gallatin's Baby Train Master

by Peter Bergs

PHOTOGRAPHY: PETER BERGS, EXCEPT AS NOTED

TENNESSEE VALLEY AUTHORITY H16-66 F3060 showed off its new paint on September 22, 1995, at the Gallatin Steam Plant. On July 6, 1994, (**bottom**) the F3060 was shoving hoppers past the trio of CSX Dash-8s that had brought the train into the plant. Back on July 16, 1979, (**below**) it was wearing its original number 24 and displaying its recent in-kind repaint.

A very unlikely event occurred during the summer of 1995: the rebirth of an aged and battered, weather-beaten and tonnage-worn locomotive into a fresh and clean image. New paint now gleams on its outer surfaces. Scars in its body from 37 years of battling with hopper car after hopper car of bituminous coal have been erased. Bent handrails are straight again. A short hood which was partially bashed in years ago once again has the contours Fairbanks, Morse & Co. had intended.

Fairbanks-Morse? Short hood?

This is not just another old locomotive. It is not even one of many on some lengthy motive power roster. And it is definitely not a

The last active Fairbanks-Morse roadswitcher in the U.S. just got a facelift

...ncher! No, shining in its new paint is the Tennessee Valley Authority's solitary H16-66 "Baby" Train Master, now numbered F3060 — the last active Fairbanks-Morse roadswitcher in the U.S.A. Its restoration is unexpected and remarkable.

That's because this locomotive, still occasionally treading the grounds of the TVA's Gallatin Fossil Steam Plant in Tennessee, is a fossil itself. It is a living dinosaur, but it is no Jurassic Park museum re-creation. This relic still works for its original owner at the site for which it was first purchased. Inside the huge hood, all of its life still derives from FM's trademark 38D8⅛ opposed-piston engine. The F3060, which was numbered US-TVA DPP 24 for most of its life, is a true survivor.

The TVA

The Tennessee Valley Authority is a federal corporation, an agency of the U.S. government which was created in 1933 as part of President Franklin D. Roosevelt's New Deal Programs to help improve conditions in rural America. While set up primarily to improve flood control and navigation in the Tennessee River watershed, the TVA was also charged with producing electric power for a seven-state region. By the mid-1950s the TVA was constructing the eighth of what would ultimately be twelve coal-fired electric generating stations — a four-unit, 1250-megawatt plant at Gallatin, Tennessee. This station, located on a remote bend of the Cumberland River, was begun in 1953 and was due to be completed by 1959. Gallatin was located on the Louisville & Nashville's Louisville to Nashville line and only 18 rail miles north of where that main joined the L&N's Evansville to Nashville route.

Coal for the new generating station could thus arrive easily by rail from mines in Kentucky, Illinois (where TVA even owns coal reserves in two counties) or Indiana. Loaded trains would be brought to a small L&N yard constructed on the outskirts of Gallatin. Then TVA locomotives would haul the loads over a newly-laid track to the steam plant's yard and disassemble them into shorter cuts to be pushed through a single rotary car dumper. The TVA's 4.2-mile line haul stretched nearly straight through the Middle Tennessee countryside, and once trains got out of the L&N yard there was even a slight downgrade almost the entire way until it reached a long 0.9% upgrade on a steady curve to the switch at the plant's yard throat.

Coming back with empties, however, was a different story. Now the pull was upgrade from where the empty train was picked up on the other side of the rotary dumper all the way back to Gallatin.

At several already existing plants, the TVA had obtained surplus U.S. Army 1000-h.p. Alco RSD1s which could grip the rails quite well with their six powered axles. Other locomotives in use elsewhere were Alco or Baldwin switchers or lightweight GE centercab "tonners," almost all of them ex-military. For moving entire loaded coal trains on this new line, however, they felt that they needed a 1500 or 1600 horsepower six-motor locomotive.

Opting for the O.P.

It's not clear whether at this point F-M's General Sales Manager J.G. Graham came calling or if the TVA contacted the locomotive builder at Beloit, Wisconsin. Number 24's career has been so long that it has outlasted those at TVA and F-M who were most directly involved in the purchase and know the answers.

By the time Number 24's purchase order was signed, the TVA already had several years experience with opposed-piston power. The giant electric utility had gone to Beloit four years earlier to purchase a new H12-44 switcher, TVA 22, which had arrived at Gallatin in 1954 and had been hard at work as the construction of the plant was completed. The 22's success undoubtedly contributed to the decision to go for the big roadswitcher.

Fairbanks-Morse's locomotive business fallen off dramatically, and the Locomotive Building at F-M's plant was much too quiet. After shipping out two P12-42 lightweight passenger unit to the Boston & Maine and Alcoa's Squaw Creek Coal H16-66 721001 in January 1958, the next production run would not be until March when the final ten H12-44s of 31 switchers for the Nickel Plate Road were produced. After April 1958, nothing was on the books. In such circumstances, F-M was very willing to accommodate a customer like TVA which, as many industries and especially government agencies, had to abide by lowest bid contracting. Also, the other locomotive builders were probably unable or unwilling to produce a single-unit order at an attractive price or within a reasonable lead time. Certainly F-M's costs would have been slightly higher on a one-locomotive production run, but what was the choice?

A TVA man with seniority recalls that the utility received a very good price on the 24 because, "F-M had it sitting around and was glad to get rid of it."

Robert Aldag, Jr., former manager of F-M's locomotive business, however, states that at this time it was highly improbable that F-M would have already built this unit without a firm order in hand. Neither was it built as a demonstrator. Much more likely is the assumption that it was priced attractively in order to use up the existing inventor of parts in F-M's plant, according to Mr. Aldag. Indeed, some parts used in this unit had been in stock already for two years.

Whatever the circumstances, F-M received this single-unit order as Contract LD-216. The result was F-M's medium-horsepower, scaled-down version of its successful 2400-h.p. Train Master. TVA's "Baby" Train Master 24 was a 1600-h.p. H16-66 carrying builders serial number 16-L-1157. It was to be the last Baby Train Master produced and, more significantly, the last F-M locomotive of any type shipped to a U.S. customer. The only locomotives built at Beloit after the 24 were 22 H16-44s and one H12-44 switcher for Mexico. By 1963 even that business had ended.

The other one-unit Baby Train Master order, Squaw Creek Coal 721001, was the

FAIRBANKS-MORSE

A BUILDER'S PHOTO at the Fairbanks-Morse plant in Beloit, Wis., in September 1958 clearly shows the yet-to-be-numbered 24 with no "window" beneath the headlight in the short hood. This was the last F-M unit delivered to a U.S. customer, though later units went to Mexico.

only other locomotive of this model produced in 1958 — it was outshopped in January, although it carries a higher serial number, 16-L-1159. Speculating again, perhaps the TVA's order had been received first and had the serial number assigned, but had actual completion was delayed until its future home at Gallatin was further along in construction. It is also possible that the TVA locomotive was picked up from an earlier canceled order; some production records hint at this but offer no evidence as to what that order might have been.

The mystery window

Along with these unanswered questions, one more intriguing mystery remains concerning the 24. It appears to be the only baby or full-sized Train Master to have a rectangular, clear panel in the end of its short hood. Located in the nose, slightly under the headlight, it seems to have no purpose. The TVA doesn't use it for anything and doesn't recall installing it. And it is *not* present in builders photos taken at Beloit.

A friend of the author, Jonathan Shaffer, recalls seeing F-M promotional films shot from the nose of a locomotive speeding over the Milwaukee Road, which F-M used for test running. The assumption at the time was that they had been filmed from a C-Liner with the camera shooting through a blank headlight casing. Perhaps not. Could the 24 have been used for such duty before delivery to TVA?

Care and feeding of a Baby

Built in October of 1958, the same month that NASA was created and more than a decade before the space agency's room-sized computers would help put a man on the moon, Number 24, of course, contained no computers, much less microprocessors or digital desktop controls. It was a relatively simple machine, and simplicity often allows longevity. Uncomplicated machinery can be maintained and repaired by competent mechanics with basic tools, and parts can usually be obtained longer. When equipment becomes more sophisticated, it eventually needs more highly trained technicians.

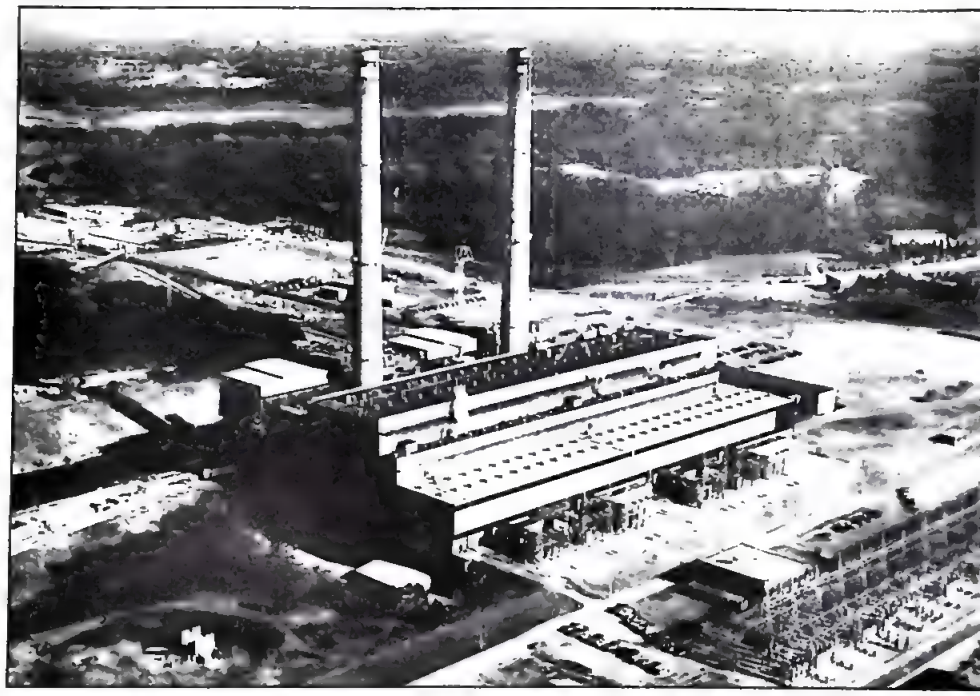
The most "high tech" part of Number 24, to the folks in the Gallatin steam plant's yard equipment maintenance shop, has been its big eight-cylinder, 16 opposed-piston engines (plural, because it has had more than one prime mover in its life). And these are still in production for marine and power plant applications, so parts are readily available.

Other parts are in common railroad use: GE main and auxiliary generators, traction motors and other electrical components; a Woodward governor and a Westinghouse compressor and air brake system, though F-M used its own alternator, radiator fan motors and blower motors and water heater. A Leslie Supertyphon 25 horn originally specified (an impressive name, at least) was changed to a Westinghouse one-note horn.

Industrial use such as the TVA's didn't require the 24 to have much optional equipment; hence it has no m.u. capability, no dynamic brakes and no steam generator. The only other industrial-use Baby TM built, Squaw Creek Coal 721001, also needed none of these "extras," while H16-66s for Chicago & North Western and the Milwaukee Road, the only other owners, had them in various combinations. The TVA did, however, opt for dual controls which enables them to run the 24 just as easily in one direction with loads and back with empties, as well as to turn the unit occasionally to reduce uneven wheel wear from the constantly curved yard trackage.

Thus equipped, the 24 was a straightforward and utilitarian locomotive. And as Robert Aldag observed, "In industrial plant service such as TVA, our locomotives would have been virtually trouble free."

TVA PHOTO



Born at Beloit

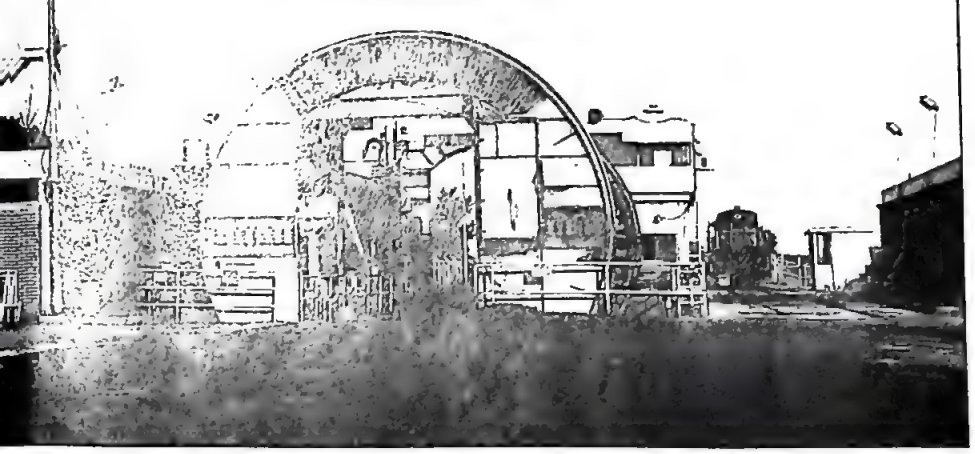
At its birthplace in F-M's Beloit Works, US-TVA 24 spent seven days from September 9 through 15, 1958, on the static engine test floor for the usual eight to twelve hours running time and then would have been turned loose on the Milwaukee Road's line east to Sturtevant, which F-M used as its test track — and perhaps with a camera in its nose. Then, with a total of 25 engine hours on it according to TVA records, the new 334,600-lb. baby was off to its new parents, as per standard F-M shipping practice: dead-in-tow, no more than 20 cars behind the lead unit and not exceeding 45 m.p.h. It arrived on the L&N at Gallatin and taken by the TVA to its new home. Although shipped from Beloit in October, F-M's 59th and final H16-66 was not placed in service until November 18, 1958. As delivered, it was lacking only a low water and hot engine alarm switch located on the engine water outlet manifold, which had been damaged during installation at the plant and was replaced by F-M in January 1959. (Incidentally, with the arrival of the 24, Gallatin's other F-M, H12-44 Number 22, was then transferred to the Shawnee Steam Plant near Paducah, Kentucky, laboring there until it [illegible] and was scrapped [illegible] in the early 1970s.)

"Captive" service

Ever since New Year 1958, the 24's career has certainly been considered as compared to the other H16-66s produced. The C&NW's started life in Chicago commuter service, utilizing the quick acceleration for which F-Ms were noted. After a few years, however, they were performing all manner of freight duties on the Lake Shore Division before being exiled to iron ore service around Escanaba, Michigan.

The Milwaukee Road's six Baby Train Masters likewise saw the same high-tonnage, gut-wrenching use in the North Woods. All were gone by the mid-1970s. Only the two industrial Baby TM's soldiered on, spending their entire working lives in the same, dedicated service for which they were purchased. It also didn't hurt these two that they were attended to by regular mechanics who became familiar with their systems, including any special quirks, and who couldn't pass off their maintenance to another shop.

Also throughout all the years, the TVA shop force could receive a helping hand from the field service engineers of Colt Industries (which now owned the F-M Beloit Works as its Power Systems Division). In November 1982, for instance, TVA shopmen and a Colt technician rebuilt the big OP engine on-site. Replaced were all sixteen 8⅛"×10" pistons with rings, all eight cylinder liners, torsional damper pins and counterweights. The old rod and main bearings and piston pins were re-used, and the governor was rebuilt. It was quite an undertaking, especially considering that the Gallatin Plant's Yard Equipment Maintenance Shop was designed primarily to service dump



THE F-M WAS PARKED near the rotary dumper on July 1, 1994. An aerial view (**opposite**) shows the overall layout of the Gallatin Steam Plant. The rotary dumper is visible next to the tree line just to the left of the left stack. The maintenance shop is just behind that stack.

trucks, front-end loaders and hydraulic. truck cranes. Its overhead traveling bridge crane is of lighter capacity than a railroad shop's, and only one bay has rails and an inspection pit — but when the big F-M is docked there, it is inches too long for the shop bay's roll-up door to come down.

Working the Gallatin plant

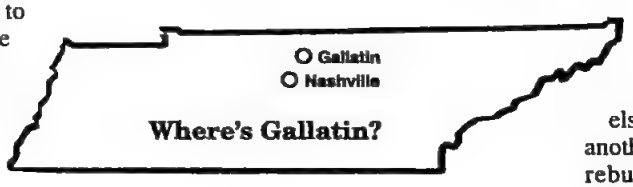
So for 37 years, the 24 (renumbered F3060 in 1991 as part of a general equipment renumbering for a new computerized inventory system) has led essentially the same life, bringing loaded coal trains from the L&N Gallatin yard over the 4.2 miles to the steam plant yard. Once there, ten to 16 car cuts were separated for one of the Alco RSD1s or switchers or GE 80-tonners to shove one-by-one through the rotary car dumper, where each was emptied. The coal was then fed by conveyor into stockpiles or directly into the plant's voracious furnaces which consume it around the clock at the rate of 9000 tons per day. As each of these cuts is pushed up to the rotary dumper, the next car to be inverted and dumped nudges out the empty car ahead, which then rolls away down the steeply inclined ramp to the gathering track. After the last empty comes down, the recombined train is readied for its return trip to the mines.

For well over two decades TVA power, usually the 24, pulled the empties back to the L&N yard. That practice has now changed, with CSX power bringing loads all the way into the TVA's yard, then laying over until they pick up the empties at a switch where the plant's balloon track rejoins the line from Gallatin. A TVA diesel pulls the empties out to the switch.

One design feature makes the 24 less than universally useful at the Gallatin Plant: its sheer size. It is too tall to easily reach into the rotary dumper and bump out the last hopper after it has been emptied. The various other diesels which have been used here can all fit comfortably enough to push out a hopper. In fact, an ex-Army Alco S1, still occasionally used, doesn't have the power to pull out an entire train of 90 empties for CSX but has sometimes been driven through the rotary dumper to get on the back of the empties and help push them out when the rails are too slippery for just one locomotive on the front.

Biggies and Babies

F-M's first six-motor roadswitchers, 25 H16-66s for the Chicago & North Western built between 1951 and 1953, had Baldwin-style trucks and a Raymond Loewy-designed carbody. The 2400 h.p. Train Master, which debuted in 1953 — and started a still-ongoing horsepower race — introduced the bigger carbody and trimount trucks subsequently applied to all H16-66s, thus dubbed "Baby" Train Masters, including the Squaw Creek and TVA units. The primary external difference between the Baby and big Train Master is four feet less of length and three radiator fans instead of four (H24-66s have two fans on either side, while H16-66s have two on the left but only one on the right; the rearmost panel is blank, though still covered by screening).



Shop time

Number 24's repair record in the shop foreman's office shows a fairly placid existence. Initially working an average of 1100 hours per year, it enjoyed routine engine oil and filter changes, seal replacements and anything else that regular inspections revealed could use attention. The water pump was rebuilt in 1964, and a troublesome air compressor was replaced in July 1978 by one borrowed from TVA's Widows Creek Plant in Alabama. In 1974, the oil cooler had been repaired, and Silcott Railway Supply provided rebuilt automatic brake valves on March 24, 1988. Batteries naturally needed replacing periodically, a set of eight costing $3000 was bought in 1982. Undoubtedly, another new set cost much more in the winter of 1995 when SW1500 F3064 went down and the 24 couldn't be started.

Wheel wear from TVA's mostly-curved yard trackage was higher than expected and resulted in the 24's first modification. Flange oilers were installed on the left side front and rear lead wheels after only three months of service. Even so, the 24 was taken out to the L&N in Gallatin and turned around in March of 1960. This practice still continues every few years as needed. Then, of course, flange oilers had to be installed on the right side as well. The 24 went to the L&N shops in Nashville every three or four years to have its wheels turned on the wheel lathe or to have them replaced.

By the spring of 1979, the 24's massive-looking but actually lightweight, single-equalized, 13 foot-wheelbase trimount trucks were in need of attention. They were shipped to the L&N shop in Louisville, which discovered that it could not overhaul them. So, off they went on a flatcar to Birmingham for revamp. Meanwhile, TVA took advantage of the 24's downtime and repainted it into essentially as-built appearance.

Through the first few years, the opposed-piston diesel needed only minor work. It had a usual, moderate appetite for injectors, which were rebuilt or replaced as needed. A new fuel manifold bypass valve was installed, and it got occasional gaskets, seals, piston rings and pins. But the monster needed a heart transplant eventually, and its OP was shipped to F-M, completely rebuilt and re-installed in February of 1973.

The engine had originally served more than 14 years, even having only plain and not chrome-plated cylinder liners. The TVA now discovered, however, that the factory-rebuilt engine was not its own. Problems were noted and traced to out-of-line cylinders, despite F-M's claim that its engines did not suffer from this ailment. The TVA's original block, serial number 969051, had been used elsewhere and could not be retrieved, so another, this time a warranty-covered, factory rebuild was done and shipped back to Gallatin. The 34,400-lb. load arrived and was re-installed by May 18, 1973. It lasted nearly ten years until succumbing to a complete rebuild at Gallatin in November 1982, with assistance from a Colt technician. Despite that, the OP soon needed Number 2 cylinder liner and both pistons replaced in less than a year — luckily for TVA, the work was under warranty. Number 6 cylinder demanded similar attention in 1986. Major engine work was done one more time, in the early 1990s, costing around $200,000 — this figure truly brings the concept of inflation into perspective, since Robert Aldag estimates that in 1958 the price tag for a complete H16-66 was in the range of $190,000 to $200,000!

Now, five years later, this opposed-piston engine still starts effortlessly and runs smoothly — unlike many an Alco of similar vintage when it struggles to start. A characteristic

blue-white F-M exhaust is again beginning to be noticeable, however, when starting a long string of loaded hoppers.

And the sound! The rumble of its steady, deep drumming is like nothing else — like a non-turbocharged EMD on steroids.

Battle scars

Until receiving its new look in 1995, the 24 showed a few old wounds from battles fought and lost. Overall though, it has been used safely and carefully. Mishaps have been few, though the first came early. Imagine the engineer's thoughts when his still-new locomotive collided with a parked boxcar and had to receive short hood repairs right around its first birthday.

More damage, not so easily repairable, was incurred around 1988. At that time, the Gallatin Steam Plant could also receive coal off the Cumberland River through a rudimentary barge unloading gantry. Here the 24 rolled into an unretracted hopper-loading chute and got its nose broken. The point of impact was the headlight, right between the number boards. Sheet metal damage was considerable, with the end of the short hood being caved in. The headlight was knocked askew but, remarkably, still worked. Since the damage was just cosmetic, it was not immediately repaired.

The '95 overhaul

Deciding that it was still a viable investment, TVA approved an overhaul of the "F3060" in the summer of 1995. The smashed short hood was skillfully straightened and primer-painted in the TVA shop. Bent handrails and various dings were repaired by the first week of July. Sample paint chips were analyzed to find whether FM's original paint or the newer coat put on at Gallatin 16 years later contained lead, now a no-no — government regulations forbid sandblasting to remove lead-based paint. All prepping was done by hand by a contractor familiar with TVA requirements, beginning August 21. It took nearly a week to strip away the years' accumulation of dirt, grease, oil and rust.

By Labor Day weekend, the first of three coats of primer was on and drying. Between each coat of gray, the numerous imperfections were scraped, sanded and repainted. Five weeks into the project, the Gallatin plant's blue and gray colors were applied in Imron paint. (In years past, most TVA locos never saw new paint and wore their previous schemes to the end, such as all those ex-Army units. Now, individual plants have their own colors.)

The spectacular, new-image butterfly emerged from its big cocoon on September 20 and received accolades from all TVA people who saw it. Even some plant managers appeared and approved of their reborn locomotive. Finishing touches, such as handrails and steps, were done later, and the entire F3060 was complete by the last day of summer, September 22.

Continuing service

Use of "the 24," "the Fairbanks" or "the big engine," as it is generally called by TVA personnel, has gradually declined over the years. The TVA may be a government agency, but it has certainly gotten the utmost out of its diesels over the years. "Modernization" by TVA's money-making coal-fired generating stations, initially took the form of newer, upgraded first-generation power such as rebuilt GP16s replacing the worn-out Baldwin switchers at Kingston, Tennessee.

The true diesel second generation only reached TVA in the early 1990s with the purchases by several plants of EMD SW1500s when they started becoming available on the used locomotive market. (Although many of the older Alcos and GEs were still in decent shape, parts replacement was becoming an expensive proposition. Gallatin still has ex-Army Alco S1 F3061 on hand as stand-by power). One of the SW1500's, former Inland Steel 12 (acquired through National Railway Equipment, of Dixmoor, Ill.), arrived at Gallatin in early 1994 as F3064 and became the first unit repainted into the blue and gray.

Arrival of the SW1500 has had a major impact on the H16-66's activities. The EMD has become the primary power at Gallatin and has proven itself capable of handling almost any task. The F-M is now used only when extra muscle is needed — and while that's not very often, it does occasionally happen.

CSX coal trains

Inheriting the service from the L&N, CSX has been bringing a 9000-ton coal train daily from Atkinson, Kentucky, all the way into the Gallatin plant's yard. Since CSX is not required to make a cut, only the front half a train fits onto a level yard track. The rear 46 to 48 loaded 100-ton hoppers remain on a curved 0.9% upgrade. Desiring to make as few moves as possible (time is money), the TVA ideally brings the entire rear half of the train in at once and then works off shorter cuts to be dumped — all with the SW1500 starting this entire load on the upgrade. This is a difficult task, particularly in inclement weather when the rails are covered by dew, rain, wet leaves or ice. This is generally when the F-M is called in to help before quickly returning to its berth alongside the active track to the rotary dumper where it parks under the watchful eyes and video cameras of TVA's security force. Then the SW1500 dumps the train one car at a time and runs around to pull the empties out for CSX to take back to the mines.

Other than this rare use, the big engine is only fired up when the SW1500 is down for maintenance or is needed elsewhere in the plant. On even rarer occasions, the 24 is used if CSX brings an extra train in while the EMD is already working one. The additional train is then left in the yard at Gallatin for TVA to pick up there — but the last time this happened was in 1994!

Future prospects

The 24's closest kin is already a museum piece. The TVA Gallatin plant coal foreman's office has a photo displayed of ex-Squaw Creek 721001 in its current Canadian Pacific disguise at the Alberta Pioneer Railway Association in Edmonton, sent "with kindest regards and best wishes to the TVA/Gallatin from your northern sister." While it may no longer be in daily service, the 24 is still working the job for which it was purchased.

As for the 24's future? It should be around as long as mechanical and economic factors are favorable. For now, the TVA still uses it as needed, though rarely, and considers it "a valuable asset to the Gallatin Fossil Plant."

Admiration of the 24's abilities can be easily detected from the people who run it. They take pride in literally moving mountains of coal day after day with generally just one locomotive. One of the 24's crew said (of CSX), "They can't believe it when they see us take a train they brought here with three big GE super cabs and we bring it on in with one." They'll quickly tell you that the 24 still pulls like a beast, and they can start and move a train just fine.

WORKERS RE-APPLIED the F3060's builder's plate after repaint on September 20, 1995, and it posed for its portrait **(opposite left)** two days later. It had gotten its first primer coat **(opposite right)** on September 5. It was working the rotary dumper **(opposite top)** in old paint on October 7, 1994. SW1500 F3064 **(opposite)** was shoving half a coal train past CSX GE's on February 6, 1995.

The folks at Gallatin are proud of their F-M and are willing to permit responsible visitors to see and photograph it. Go to the security gate and ask for the Coal Handling Department. Lloyd Thomason, James Price or Johnny Jones will be on hand from 7:00 a.m. to 3:30 p.m. seven days a week and should be able to accommodate requests to visit the locomotive. It sits more than it runs, and don't expect any special moves — but you just might get lucky and catch it running.

There has been talk of building an integral barge-to-plant coal receiving facility on the Cumberland River to bring in low-sulfur Western coal at substantially lower rates. Such a facility could pay for itself with savings on just one month's coal deliveries, so TVA is very anxious to proceed with it. If approved, rail movements at the plant should be greatly reduced, possibly leaving it with an excess of locomotives — and this could happen by the spring of 1997.

But not to worry; TVA recognizes the F-M's significance, and it will be preserved.

TWO EKTACHROMES, JIM BOYD

MILWAUKEE ROAD and C&NW H16-66s were at C&NW's Escanaba, Michigan, roundhouse in August 1972. One year earlier (**left**), Squaw Creek Coal 72001 was en route from Booneville to Yankeetown, Indiana.

Yesterday's Colorful Diesels Today

by Mike [illegible]acchio

FUJI VELVIAS, TOP: ROBERT CALLEGOS | BOTTOM: KEL AREN

September 1995 was a fabulous month for fans of Mr. D's machines; that's "D" for Dick Dillworth, the very man who designed the E-units, F-units and early Geeps for Electro-Motive. Railfans still seek out the last of this breed running in [illegible] service, and, happily, museums and tourist roads are restoring units at an astounding rate.

Arguably the leader in diesel preservation is the Portola Railroad Museum in northeastern California. Operated by the Feather River Rail Society, this *Louvre* for louver lovers has more than three dozen diesel locomotives, and nine of them were running for their 10th Annual Railfan Photographer's Day on September 16, 1995. One of 16 trains run just for photography featured Western Pacific F7A 921D, "WP F7B 925C" (built as CNR 9093) and WP GP7 707 putting on an impressive show (**below**) with a ten-car freight on the Museum's loop of track. Later, WP GP20 2001 — built during November 1959, it was the first turbocharged, four-motor EMD — posed for the night photo on this issue's cover (note that the 2001 isn't yet painted behind the cab; a proper, oversize "oil- can" headlight is in its future.)

The Lake Superior Museum of Transportation in Duluth, Minnesota, recently completed Soo Line FP7 2500 and uses it on dinner trains on the

FUJI VELVIA. LES MacDONALD

North Shore Scenic. After a pair of September 16-17 weekend excursions on home rails out of Marengo, Wisc., for the Soo Line Historical & Technical Society, the 2500 led Museum trips between Superior and Ladysmith on the Wisconsin Central on September 30th. At Ladysmith (**right**), the 2500 paused alongside sister FP7 500A.

The 2500 was built in 1949 as FP7 demonstrator 7001, which was soon bought by the Soo-leased Wisconsin Central. The 500A was also a demonstrator, one of three (9051-53) that tested on Canadian National and were shortly after sold to the old Soo Line as 500A, 500B and 501B. The 2500 looked at home in the North Woods on a deck bridge (**opposite, top**) at Stone Lake later on the 30th.

Conway Scenic Railroad is painting their pair of Canadian National/VIA FP9s (6505 and 6516) in a stunning rendition of CNR's 1950s livery for the new service over Maine Central's Mountain Division into Crawford Notch. "Crawford Notch Lines" 6516 (**top**) was lensed September 21, 1995.

Privately owned New York Central 4086 (from NJ Transit) was completed on the Delaware Lackawanna Railway in Scranton, Pa., during September

FUJI VELIVA. ROBERT GALLEGOS

FUJI PROVIA: MIKE DEL VECCHIO

FUJI VELVIA. ROBERT GALLEGOS

FUJI VELVIA. ROBERT GALLEGOS

Further up in the North Woods, LTV Steel hosted an excursion for the Society of Mining Engineers on September 9th (**above**). This line is travelled only by train crews and taconite pellets, thus, a passenger payload is indeed rare for the A-B-B set. The Lake Superior Museum of Transportation supplied the coaches, and LTV lettered lead unit 4212 for the occasion, while the others are still marked for predecessor Erie Mining.

Wisconsin Central bought seven FP9A's and four FP9B's from VIA for Algoma Central passenger service into scenic Agawa Canyon. Photographed at Stevens Point, Wisc., on September 21 (**right**), this scheme is based on Soo's red-and-white F-units.

Union Pacific's A-B-A E9s led a trip over the 3920-foot-long Joso Bridge (**below**) east of Ayer, Washington, on September 26. See RAILNEWS.

KODACHROME: JOHN L. BIEHN

BY MIKE DEL VECCHIO

A Steamtown summer

With Scranton, Pa., only slightly more than an hour's drive from the R&R offices in Newton, N.J., and a Milwaukee Road 4-8-4 running there often, it's probably no surprise that most of my summer and fall were spent in the Poconos. Since the September 10-11, 1995, United Way fund-raiser trips (December 1995 RAILNEWS), the 261 has run a few regular Moscow runs. But 261's biggest events were two fall foliage photographer's excursions on the October 14-15 weekend, during near-peak fall color. These trips were combined with "Pocono Mountain Railways" fall trips that run each October weekend between Tobyhanna and Pocono Summit, so 261 ran with six extra coaches to accommodate the Pocono Mountains riders.

Saturday the 14th began with pouring rain of biblical proportions, and the train stretched to 13 cars, including the MKT 403 heavyweight observation. Most of the riders got drenched merely running from the parking lot to the train. But running water and falling leaves make for slippery rails, and 261 had one heck of a time keeping the train moving. The departure was a steady symphony of wheel slips, and the train didn't exceed 10 m.p.h. for the first several miles. At one point the sanders clogged from the water, and crew members were walking ahead of the engine pouring sand on the rail — and they had no trouble keeping ahead of 261 for most of the trip! Robert Franzen was the engineer, and he seemed to enjoy the challenge of crawling up the 17 miles of more-than-one-percent grade. Once over the top, it was fast running as usual, and five terrific photo runbys were then held.

Sunday was crystal clear, the train was dropped to eleven cars and the 261 had a much easier time with the hill (page 65). It was runbys-o-plenty east of Moscow (out of the way of the regular Steamtown runs), and three trips between Tobyhanna and Pocono Summit were run for the Pocono Mountains riders — each departure from Tobyhanna featured a first class photo runby as the 261 would back the train out of sight, then storm past the restored turn-of-the-century wooden depot. In all, Scranton riders got eight runbys on Sunday but only five on Saturday owing to the rain and the extra time it took to get up the mountain.

These trips were billed as fund-raisers, mostly for the 261, but also for Steamtown's B&M 4-6-2 3713. The 261 had five takers on the $1000 all-day cab rides over both days, and a night photo session was conducted where roughly 40 people paid $30.00 each. Even in the pouring rain, the night shots were worthwhile if not downright spectacular. Since the planned shots couldn't be done in

Railfanning is:

Chartering a Santa Claus train, and temporarily lettering the lead locomotive "Rudolph Diesel."

TRI-STATE CHAPTER NRHS

New Book...
CHASING TRAINS
BY ROBERT W. RICHARDSON
Founder of the Renowned Colorado Railroad Museum

Bob Richardson's Lifetime Adventures of Chasing Trains Graphically Presented in a Monumental Railroad Pictorial!
A 432-Page Illustrated Chronicle
FEATURING 426 HISTORIC PHOTOS!
Bob's Unique Journeys as a Railfan Photographer of Standard- and Narrow-Gauge Railroads in the U.S.A., Canada, Mexico, Central America and overseas Are Beautifully Presented in this Deluxe Volume!
Only... $55.00 POSTPAID IN THE U.S.A.
SUNDANCE PUBLICATIONS Ltd.
250 Broadway · Denver, Colorado 80203
MASTERCARD / VISA — 303/777-2580
FREE BROCHURE!

NEW YORK CROSS HARBOR RAILROAD

See the last railroad carfloat in operation in the City of New York. Vintage EMD and ALCO diesels in every day operation. New York Cross Harbor Railroad carries 8,000 cars a year across New York Harbor on carfloats carrying 1000 tons. Cross Harbor engines travel through the streets of Brooklyn to interchanges with Long Island Railroad and South Brooklyn Railway. 40 minutes....$29.95
NY STATE RES. ADD 8.25% STATE TAX.
ADD $3.00 PER ORDER SHIPPING
HI-IRON RAILROAD VIDEOS
PO BOX 155, MASPETH, NY 11378

CAJON PASS LIKE YOU'VE NEVER SEEN BEFORE!!
New Release!
Follow thundering Santa Fe War Bonnets from San Bernardino, California to Barstow via the menacing Cajon Pass. Also, see Southern Pacific and Union Pacific trains struggling up and whining down the steep, three percent grades. Witness SD75M'S, SD70M'S, G.E.DASH 9'S, and SDFP45'S at their best as they test their muscle on the newly laid concrete ties in the Pass. Then, take a break with us as we explore and cab ride Santa Fe's half-century old Cushion Berry branch-line across the Mojave River and out through the desolate Lucerne Valley desert. We include a first time glimpse of the South Western Portland Cement Railroad tackling incredible four percent grades, then we return you to the impressive main-line at Victorville and continue on to Barstow.
New Release!
What makes Challenger Productions so uniquely different? Basically, we like to watch trains as much as you do and feel that our competition doesn't quite catch the true essence of railroading. So, we invested our efforts into not one, but TWO broadcast-quality cameras that capture the true perspective of each train! Then, we enlisted a $500,000 editing studio to ensure the highest quality picture available (This is not a camcorder-jockey production!). Every scene is preluded with a graphics screen that tells you the who, what, and where of each train: no annoying narration, just the live, hypnotic sound of rumbling diesels and steel wheels on steel rails.
To order, send $29.95 (check or money order) to Challenger Productions, P.O. Box 824, San Jacinto, CA 92581 or call (800) 770-7680 for Visa/Mastercard orders. Please add $4.00 for shipping and handling. California residents add $2.32 for sales tax.
$29.95
add: $4.00 shipping/handling
CA res. add $2.32 for sales tax.
MasterCard VISA AMERICAN EXPRESS
CHALLENGER 3987 PRODUCTIONS
1(800) 770-7680
Run time @ 1 hr. 45 min

the rain, we had the photographers arrange themselves under the station platform roof to keep the cameras dry, and equipment poses were arranged nearby in the rain (page 65). Flashers with Lumedyne high power strobes included Steve Barry; John Tully; Fred Jones; Kermit Geary, Jr., and myself. Victor Hand threw a round of clear No.2 flashbulbs. With rain ranging from a drizzle to horizontal wind-swept sheets, this was one night session for the books.

With the money raised from these trips and the photo freight, the 261 folks purchased a set of new wheels for the lead truck. The next big outing for the 261 is a President's Day weekend of winter trips — there's nothing like big steam in the cold and the snow. Watch TIMETABLE for details — M.D.

Now weight a minute!

Remember that well-fed associate editor who was photographed atop a stepladder at the Steamtown Grand Opening in the October 1995 CAMERA BAG? Well, after the United Way trips on September 10, the 261 strolled out over to the Delaware Lackawanna shop building in South Scranton to use the modern freight car scale so 261's Steve Sandberg could weigh the locomotive and check the actual axle loadings against those specified on the Alco drawings. Since new wheels were going to be installed in the lead truck, Steve wanted to check the spring tension and equalization rigging. A good idea, since, for example, springs pushing hard on the lead truck would reduce the weight on the driving wheels and thus reduce adhesion.

This freight car scale was quite impressive — and very sensitive. I hung around to watch the weighing, since I'd never seen that done. Steve Sandberg, 261 mechanic Jeff Miller and D-L Railway general manager Rob Mengles would call out commands while fireman Mike Schafer would jockey the 74-inch drivered 4-8-4 an inch in either direction to spot each axle on the scale rail.

While the lead driver was on the scale, all three men were squatting around the wheel, intensely looking and fussing, and it appeared to me that a super photo of this could be had by looking directly down on them from 261's running board. So, I climbed up there and pointed the camera downward.

Soon I heard a confused commotion, as in "What the...," and "...the numbers changed."

Then, in the viewfinder, I saw three faces glaring up at ... guess who? I climbed off the 261, and suddenly the numbers were correct again.

Yes, I'm (a little bit) overweight. But who'd have thought that this spaghetti-fueled photographer could actually affect the measured weight of a 460,000-pound steam locomotive — M.D.

Illinois Central memories

I got two pieces of news recently that were a direct result of my 1994 book for Andover Junction Publications, *Illinois Central - Monday Mornin' Rails*. One was not so pleasant. Louis Saillard and others notified me that former ICRR traveling engineer E.G. "Parky" Parkman had died.

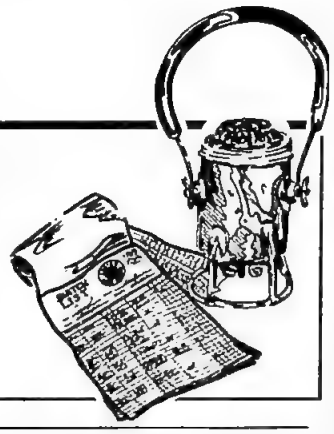
As I relate in the book, I met Parky while I was working for LSWD, and we made a trip south from Memphis to Jackson, Miss., on August 12, 1959, on manifest CN-5 with the first of the IC's 3600-series GP40s. At first Parky was "all business" with this EMD rider, but I soon picked up clips of steam locomotive-related conversation between Parky and veteran fireman "Splinter" Brannan. That's when we discovered that we were both railfans and HO modelers of IC steam. After that trip, Parky invited me to his home for dinner and to see his IC models and memorabilia. It didn't surprise me later to find that Parky had become active in the ICRR Historical Society.

Hearing problems ended Parky's career as a traveling engineer — and for a brief period as a railroader entirely. His wife, Peggy, said that he "was just miserable" being away from the railroad. Then he was fitted with some new hearing aids and went back to work as a locomotive engineer in the yard at Hattiesburg, Mississippi. Peggy said that made him "a new man!"

Parky was a big help with the book, as his memory of the Tallahatchie District was sharp as a tack, and he filled in many details I'd forgotten and was able to identify photo locations by descriptions over the phone.

Parky literally worked until his dying day — and loved every minute of it. As Louis

Switch List



CLASSIFIED ADVERTISING: 58 cents per word, minimum order $6.96. Count all initials, abbreviations (COD, SASE, PO, 8mm, 5 x 7, it's, etc.), numbers and address components as one word. Zip code free. Fourth consecutive insertion of same ad free upon request. Classified ads are payable in advance, and payment must accompany ad copy. Ads will be placed in category deemed most appropriate; requested categories will be considered. Ads using a PO Box number must supply a street address for our records. Classified ads are noncommissionable. CLOSING DATE: 10th of month three months preceding date of issue, i.e. Feb. 10 for May issue. Send all classified ads to: RAILFAN & RAILROAD, CLASSIFIED AD DEPT., PO Box 700, Newton, NJ 07860-0700. Ads sent to other departments may be delayed or lost. All ads are subject to the approval of the publisher. Ads are set in standard 6 point type with first word capitalized. Large type bold face classified ads are available at $1.38 per word, minimum $16.56.

ANNOUNCEMENTS

OKC TRAIN SHOW, December 2-3, 1995, Transportation Building, State Fairgrounds, Oklahoma City, OK. Admission $4.00. One of the Southwest's largest train shows. Accepting collections/consignments for major auction, Saturday, December 2, 6 P.M. Auction information call 405-376-5633. Show information 405-842-4846. 196

JACKSONVILLE, FLORIDA, February 17, 1996, Southeastern Railroadiana Collectors Seventeenth Annual Railroadiana and Model Train Show. Over 300 tables. Jacksonville's Prime Osborn Convention Center, 1000 West Water Street. 9:00 A.M. to 4:00 P.M. Admission $4.00. Tables $30.00. Information LSASE to: Martin, 4183 Paran Pines, Atlanta, GA 30327. 396

BOOKS & PUBLICATIONS

ULTIMATE RAILFAN GUIDE: Each edition is complete with all class One, regional, shortlines and excursion railroads, providing all current stations, frequencies, talking detectors, geographic locations and train symbols with full color maps for each region. Five editions now available: California $17.50, Pacific Northwest (OR/WA) $14.50, Southwest (AZ/NM) $11.25, Rocky Mountain (CO/UT/NV) $14.50, Intermountain (MT/WY/CO) $15.50. Altamont Press, PO Box 754-R, Modesto, CA 95353-0754. 196

NEW: Central Railfan Guide covers the Joint Line and more with complete maps, schematics and direction. $20.00 postpaid. Also available: Kansas City Railfan Guide $20.00, Dallas/FL Worth Railfan Guide $20.00, and Oklahoma Railfan Guide $27.00. David Moore, 901 Angel Court, Cleburne, TX 76031. 396.

NEW BOOK! - Bill Knapke: *A Railroad Legend*, by retired SP engineer Dick Murdock. 144 pages, illustrated. Authentic, nostalgic, historic. $14.00. Box 1346, Ross, CA 94957. 396

MICHIGAN RAILROAD *Ghost Junction*, 146 page book describes recent abandonments, remainders, maps. Special, $5.00 postpaid guaranteed. Franklyn York, 217 Sanborn, Big Rapids, MI 49307. 616-796-9140. 196

LIMA SUPER-POWER STEAM LOCOMOTIVES. Authentic, original 1946 53 page hardcover builders catalog. Includes NYC Mohawks, $39.95. Excellent condition. SASE for brochure. Lima Books, PO Box 528453, Chicago, IL 60652. 496

VINTAGE RAILROAD LAMP REFERENCE GUIDE high quality, annotated reprint of the Dressel Railway Lamp & Signal Co. 1926 catalog of railway lighting equipment. Includes signal lamps, ornate oil lamps, exterior depot lighting and much more. Hundreds of crisp illustrations, informative introduction and commentary. Soft Cover, 8-1/2" x 5-1/2", 216 pp., $21.95 plus $3.25 shipping. Ohio only include $1.34 sales tax. Free brochure available, dealer inquiries encouraged. Hiram Press, PO Box 1926, Hiram, OH 44234. 216-569-7251. 496

CATALOG available of books, videos, and other items from the Seashore Trolley Museum. Help support museum projects. Send $1.00 and name and address to: Seashore Trolley Museum Store, Dept. RR, PO Box A, Kennebunkport, ME 04046-1690. 496

COMPUTER SOFTWARE

AWESOME TRAINS SCREEN saver windows. 22 diesel and steam images $19.95. 919-387-3633. 296

EXCURSIONS

GREAT COLORADO RAILROAD EXPEDITIONS! Join the West's comprehensive "High Iron" tours. Multiday 4x4 expeditions aboard comfortable vehicles travel along abandoned RR grades to historic railroad sites amidst spectacular mountain scenery. Depending upon tour selection, ride: Cumbres & Toltec, Durango & Silverton, Georgetown Loop, Leadville, Colorado & Southern, Pikes Peak Cog Railway, AMTRAK,s California Zephyr. Our expeditions of history and adventure travel to locations including Alpine Tunnel, Argentine Central on Mt. McClellan, Rollins Pass, Hagerman Pass, Gold Camp Road, Phantom Canyon, Silverton's three little lines, RGS's Ophir Loop and more! Historic or other fine lodging, meals, museums, all excursions included. Limited seating so reserve early! American West Expeditions, PO Box 2975, Durango, CO 81302. 800-770-1886. 196

FOR SALE

OLD STOCK CERTIFICATES! Catalog plus three beautiful certificates $4.95, also buy! Ken Prag, Box 531T, Burlingame, CA 94011. 415-566-6400. 396

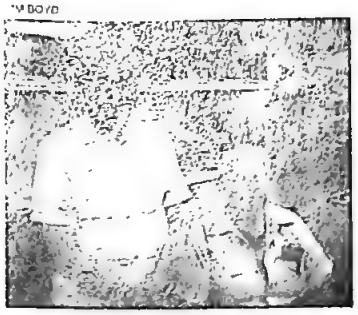
PRR STOCK CERTIFICATES: With beautiful vignette of Horseshoe Curve with 2 trains passing, suitable for framing, 9"x 12", certificates issued in VF condition. Green $8.00, Orange $10.00, S&H included. Send check to: Tom Porzio, PO Box 356, Huntingdon, PA 16652. 296

STOCK CERTIFICATE list for SASE. 15 different railroad stocks $20.00. Clinton Hollins, Box 112-RD, Springfield, VA 22150-0112. 1096

BLUEPRINTS! Original C&O steam engine and tender, circa 1930's through 1950's. All sizes, various aspects of engine or tender construction or rebuild. Dated and shop stamped. $25.00 to $100.00 each, depending upon size. 304-727-7555. 196

MISCELLANEOUS

BRITISH RAILWAY AND LONDON TRANSPORT, posters and postcards of equipment, advertising, historic topics. For catalog write to: Great Western Graphics, Box 42211, Portland, OR 97242, or call 503-224-7420. 196



LOUIE SCOTT (left) and Jack Taylor at Dave's Hobbies in Dixon, August 1994.

described in his letter, "He had worked at Bell Yard until almost midnight on the 28th (of August). He came home and told Peggy that he was going to sit up a while. She found him slumped in his chair the next morning." Parky was 61.

On a more pleasant note, my all-time favorite ICRR conductor, Louie Scott, was honored at the age of 100 by the Chicago Cubs baseball team. As one of the few living fans who remembers "Tinker to Evers to Chance" and the Cubs winning back-to-back World Series (1907 and '08), Scott had the honor of throwing out the first ball for the September 13, 1995, game at Wrigley Field against the Dodgers — and Louie was a Cubs fan before Wrigley Field was built!

Louie Scott became conductor of the ICRR Dixon switch job in 1953, just before the end of steam, and he was the finest tradition of a friendly local railroader. When he realized that my friend Chet French and I could conduct ourselves safely around the railroad, Louie would permit us rides in the caboose or Geep cab. I learned a lot about railroading from Louie, and both Chet and I later went on to work for the IC (Chet is now a conductor on the Chicago Central).

Louie is pictured in the book, and last August the 99-year-old visited the book-signing party we held at Dave's Hobby Shop in Dixon. It was the same Louie that I remembered from the 1960s — except that this was the first time I'd seen him in anything other than a black cap, bib overalls and work gloves! He warned me that he was a little hard of hearing, but other than that,

next month in RAILFAN & RAILROAD

•CONRAIL'S "R&C" LINE: Bob Wanner and Jim Boyd team up for coverage of the Akron Secondary out of Reading, Pa., a scenic and endangered branch.

FEBRUARY 1996 ISSUE ON SALE JANUARY 1

MAIL BID AUCTION: Original Gil Reed NYC painting (18" x 96"), Beam bottles, books, HO collection. 50 year accumulation! 55 cent stamp gets list/rules January first. Stephans, RR5-407, Rutledge, TN 37861-9998. Question? 423-828-3441, 607-648-8578. 296

RAILROAD NOTE STATIONERY, different locomotives. A must for collectors! For your free sample brochure, write to: Hawk Enterprises, 11310 Elmhurst Drive, Pinellas Park, FL 34666. 396

RAILROAD CALENDARS

LACKAWANNA & WYOMING VALLEY RAILWAY HISTORICAL SOCIETY 1996 Railway calendar. Color cover and 13 black & white photos of rail, trainsit, and traction in Northeastern Pennsylvania. 11x7, $5.50 ppd. via first class mail ($3.40 plus $1.90 postage and handling plus 20 cents tax.) Calendar, Dept. RR, PO Box 3452, Scranton, PA 18505-0452. 296

1996 FULL COLOR New England Railroading Calendar features 12 (8x10) prints of regional activity @$8.00 postpaid. Also full color frameable calendar prints - our choice 12/$2.00. Domestic orders only. Mystic Valley Railway Society, PO Box 486, Hyde Park, MA 02136-0486. Allow 2-4 weeks delivery. 396

1996 D&H CALENDAR, 14 all-color photos. $8.95, 7% for NYS residents. $2.50 shipping. EDS Publications, 322 Ten-Eyck St., Watertown, NY 13601. 1993 and 1995 calendars, $4.00 plus tax and shipping. 396

RAILROAD PHOTOS & SLIDES

25,000 DIFFERENT train depots for sale. Send $1.00 for list of your state. Roberta Niesz, 1715 B. Ave. N.E., Cedar Rapids, IA 52402. 3TF

QUALITY DUPLICATE COLOR SLIDES: Twenty slides per set, $11.00. Sets include Amtrak Heritage, ATSF, BN, CB&Q/C&S, CRIP, DRGW, Frisco, FW&D, Katy, KCS, Milwaukee, Mopac, SP and UP. List and sample $1.00. Trackside Slides, Dept. RF, 245 SE Robin Road, Bartlesville, OK 74006-2120. 496

YOUR ABSOLUTE SATISFACTION guaruntee. Three of the world's greatest locomotive and train photos. 1937, 1941, and 1989, by published photographer Tom Brown, never before publicly available. You'll be astounded by these spectacular, unusual and unique copyrighted collector's photos, all beautifully suited for framing. Descriptive information included. Fully appreciate, or I'll refund all charges upon return. Send $29.95, check or money order to: Tom Brown, 17525 Northridge Ave., Reno, NV 89506. 702-972-8612. 396

DUPLICATE COLOR SLIDES: Amtrak, CSX, Norfolk Southern, Penn Central, Soo, Shortlines, others. List and 2 samples $2.50. Vernon Ryder, Jr., PO Box 92, Portsmouth, VA 23705. 196

DUPLICATE COLOR SLIDES late 1960's to today. Many E's, F's and other older EMD locomotives, Alcos, GE U-boats, electrics, switchers. Some FM's, MLW's, Baldwins. Newer locomotives too. Class 1 roads, regionals, shortlines, Amtrak, VIA, commuter roads. Roster photos and action scenes across U.S. and Canada. Complete detailed catalog, three samples, $3.00. East West Rail Scenes, PO Box 418, Torrance, CA 90508. 296

RAILROAD SONGS & MUSIC

MOSTLY RAILROAD MUSIC features the great banjo players Eric Weissberg and Bill Keith. Also the steam calliope, Jew's harps piano, woodwinds and the Atlantic brass. Crystal records digital CD520 $16.95, cassette C520 $10.98, shipping $2.00. 2235 Willida Lane, Sedro Woolley, WA 98284. 206-856-4779. 296

RHYTHM OF THE RAILS train sounds and music. 17 songs, 55 minutes. Acoustics instrumentals. Cassettes $9.98, CDs $14.98, plus $1.00 each shipping. Ivy Creek Recordings, 104 Woodland Dr., Dept. R, Mars Hills, NC 28754. 800-338-9918. 296

RAILROAD SOUNDS

HIGHEST QUALITY TRAIN sounds, audio cassettes and CD's. Send SSAE for current list to: L & H Railsonics, PO Box 2435, Cupertino, CA 95016-2435. 396

RAILROAD VIDEOS

RAILROAD VIDEO RENTALS: Practical inexpensive, 600 titles. Information and complete video list 50 cents. Clear Signal Video, Box 418-R, Sharpsburg, MD 21782. 2TF

EASTERN TRAIN EXCITEMENT Featuring: Over twenty railroad logos; Six states, over 150 locations, over twelve steam locomotives including #261, #2765, #2317, #2102, #1218, #611, #475, #142, #76; Mixed merhandise; NJT's 33 U34CH Fleet, appearing consecutively; Numerous tunnels, bridges; RBandB&B circus train crossing Rockville. Exquisitely detailed colorful images - reasonably priced. Two hour VHS video $18.95 postpaid. MenkelSounds, Box 195S, Rutherford, NJ 07070-1951. 196

NEW: CLIMB INTO ENGINEER'S SEAT. On Amtrak's SD40-PH engine 364 and 406 a real live run over Marias Pass. Stops at the Glacier Park, Essex Mt. Actual cab sound of engineer to train crews, helpers, dispatcher to trains, hot box detectors. 2 hours specify summer or winter trip, $29.95 plus $3.00 postage and handling. *WRECK OF NORTHERN PACIFIC'S NORTH COAST LIMITED* #26 on Evaro hill June 10, 1962. Two freight train wrecks, Rivulet and Frenchtown Mt. See 250 ton brown hoist in action. 28 minutes $19.95 and $3.00 P&H. Engineer David L. Sickels, 562 5th Ave. So. Shelby MT. 59474-2326. 396

"GREAT TRAIN LAYOUTS" video. Free information for long SASE. Glenwood Gifts, 1411 Glenwood Ave., Suite 4, Chico, CA 95926. 196

BUILDING THE TUNNEL action-packed video on constructing the new and world's largest underwater international rail tunnel between Michigan and Ontario. See the huge boring machine, miners at work, the big "breakthrough," ride through the new tunnel at 60 mph and more! $15.95 postpaid (Michigan plus .95 tax). LTS Productions, 2810 Bennett, Okemos, MI 48864-2429. 296

THE ST. CLAIR TUNNEL ENGINEERING REVIEW. A detailed video on the engineering challenges of constructing the new St. Clair Tunnel, the largest underwater international rail tunnel. Design, site work, segment production, grading, mining, track-laying, barges, freight trains, mining cars and more. $34.95 postpaid (Michigan plus $2.10 tax). LTS Productions, 2810 Bennett, Okemos, MI 48864-2429. 296

FREE LIST of over 50 2-hour videos. $15.00 each, or 3/$40.00. Keith Lehman & Associates, R.R. #3 Box 298-56, Winchester, IN 47394-9405. 396

STEAM'N DOWN THE MAINLINE NOW - 50 minute video featuring 611, 261, 1522, and more $19.95 ppd. Indiana residents add $1.00 sales tax, M.A.D. Chasers, PO Box 80332, Fort Wayne, IN 46898-0332. 396

WANTED

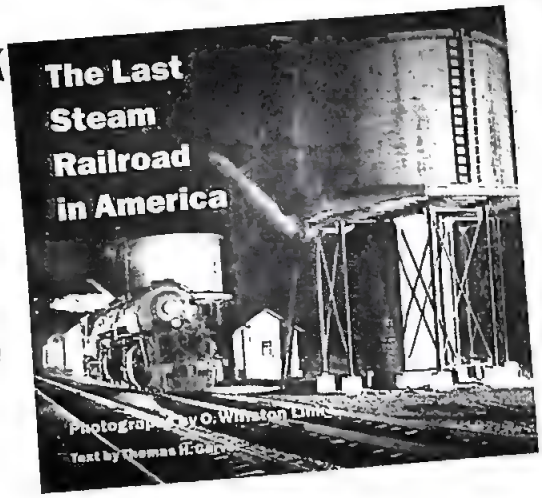
DATE NAILS WANTED! Will buy or trade. Thomas Coyne, 26 Windmill Road, Ellington, CT 06029, or call 1-860-875-4654. 196

SUBSCRIBE TO R&R
We'll keep you on the right track
And straight ahead.

To Order Call Toll Free
1-800-474-6995
24 Hours a Day.
(Please Have Credit Card Ready)

O. Winston Link
New Book

128 Pages
Hardbound
Over 125 Black & White and Color Photos



O. Winston Link's newest book, featuring previously unpublished photos and a special selection of color work and the famed Abingdon Branch.

Only $49.95 plus $5.00 S/H

Also available is the VHS video documentary of O. Winston Link "Trains That Passed in the Night"

Only $39.95 plus $5.00 S/H

Other Link items available, including art prints. Send No. 10 SSAE for complete list or call (540) 366-2169 6-10 PM Eastern for information or credit card orders.

Roanoke Chapter
National Railway Historical Society
P.O.Box 13222 • Roanoke, VA • 24032-1322

that, he looked spry enough to start kicking cement cars down the Middle Track.

When Louie became conductor after Terry McGaw retired, a new kid joined the Dixon crew, Jack Taylor — the last railroader to hold rights in Dixon as a home terminal. When I worked the Dixon job as a brakeman in 1970, Jack was the conductor, since Louie had retired by then. Since leaving the railroad, Jack has ventured into local real estate, and he not only "owned" the Dixon yard job in 1970, he literally owns the Dixon yard in 1995! When the IC abandoned the Amboy District in the 1980s, Jack bought the entire south yard for development!

I probably shouldn't be so shameless as to wrap this up with a plug for my book, but here goes. The 128-page color book, *Illinois Central - Monday Mornin' Rails*, is available through Carstens Book Depot, and for Christmas 1995 we are offering the book with a personalized inscription and autograph. It sells for $49.95 plus $2 shipping and handling from Carstens Publications, P.O. Box 700, Newton, NJ 07860 or by calling 800/474-6995 or 201/383-3355 for credit card orders. Specify the inscription or dedication that you want in the book.

So as black SD70s in the old 4-6-2 number series are going to work on the "new" Illinois Central, a conductor who remembers the Cubs winning a World Series is throwing out a ball at Wrigley Field, and his successor now owns the railroad yard. Wonder if the IC will still be around the next time the Cubs win a World Series?

RAILFAN & RAILROAD Advertising Index for January 1996

A-B

B.R.M.N.A. 10
Barnard, Roberts & Co. 12
Book Depot 31
British Post Office 11

C

C&O Historical Society 29
Cajon Rail Products 21
Camas Prairie Railroad 18
D. Carlton Railbooks 27
Carson Home Video 27
Cedco Publishing Co., Inc. ....Cover IV
Challenger Productions 61
Challenger Tours 33
Charly's Slides 33
Al Chione 20
Colorado Railroad Museum 26

D-E-F

The Depot Attic 20
The Depot Attic at Strassburg 32
DPA-LTA Enterprises, Inc. 3,12,24,33
Eye American Productions 6
Franklin Mint ....Cover II
Four Ways West Publishing 22

G

G. Train Video Productions 12
Golden Spike Enterprises 33
Goodheart Publications 17

H

Helmburger House 28
Herron Rail Services 9
Highball Productions 30
Hi-Iron Railroad Videos 12,24,61

I-J-K-L

Icon Video Productions 14
Katy RR Historical Society 32
Ladd Publications 20
Larason Hat Co 33
Link, O. Winston 28
Loucks, Carlton F. 32

M

Mark I Video 8
Marine Historical Society of Detroit 17
McClain Railroad Jewelers 24
McMillan Publications 17,23
Morning Sun Books 10
Multieducator, Inc. 10

N-O-P-Q

National Railway Historical Society 33
New England Press 28
NY Central System Historical Society 33
Nickel Belt Rails 9
Old Line Graphics 8
Pentrex ....Cover III
Perry's Hobbies 6
Plets Express 16

R

R S Enterprises 33
Railcom 28
Railfan & Railroad 64
Rail History Prints 32
Railroad Avenue Enterprises 26
Railroad Research Publications 32
Railroad Video Productions 15
Railroadians of America 32
Rails 'N' Shafts 19
Railway & Locomotive Hist. Soc. 33
Raritan Bay Hobbies 14
Reminisce Rails 33
Revelation Audio Visuals 25
W.N. Rich 24
Rio Hondo Publishing 12
Roanoke Chapter NRHS 64
Ben Rohrbeck 32
RomRail 29
Ron's Books 13
Roogalator, Ltd. 29
Roundhouse Records 16

S

Greg Scholl Video Productions 7
Schrader Enterprises, Inc. 18
Allen Sherry 28
Simmons-Boardman 6
Smith-Thompson 12,24
Southeastern Hobbies 33
Al Staufer 24
Sundance Publication 29,61

T-U

TLC Publishing 20
Trackside Video 22
Transit Gloria Mundi 35

THESE PHOTOS ARE WHY associate editor Del Vecchio keeps finding himself in Scranton, only an hour from the R&R offices (see MARKERS). On the October 14-15, 1995, weekend, Milwaukee 4-8-4 261 hauled fall trips each day to Pocono Summit. Departing Scranton on Sunday (**above**), the 261 was not yet at 10 m.p.h but was already digging into the grade. The remnants of a passing hurricane dumped rain on the Saturday night session (**below**) with the 261 and M-K-T business car 403, creating scenes reminiscent of post-war Kansas City; proceeds benefitted the 261 and Steamtown's B&M 4-6-2 3713.

BOTH FUJI PROVIAS. MIKE DEL VECCHIO, LUMEDYNE LIGHTING BY STEVE BARRY, JOHN TULLY AND MIKE DEL VECCHIO

Railnews

KODACHROME 200: HAL LEWIS

KODACHROME: TED BENSON

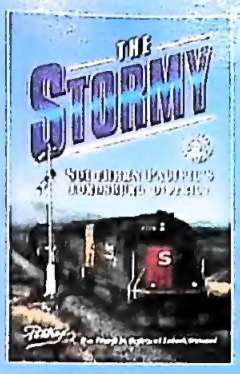
UP 3985 AND THE E9s rounded Durkee Loop near Oxman, Oregon, (**above**) on September 21, 1995, en route to Portland. See RAILNEWS.

THE SIERRA posed its new GP9 46 (ex-SP 3773), with 4-6-0 No.3 (**right**) at its Oakdale, Cal., shops on October 19. See RAILNEWS.

E&P 4-4-0 No.4 steamed toward Rockwood on the Durango & Silverton on October 1 (**below**). The *Eureka* ran on D&SNG for a number of weekends.

DALE LABS CHROME: RICHARD P. REIFF

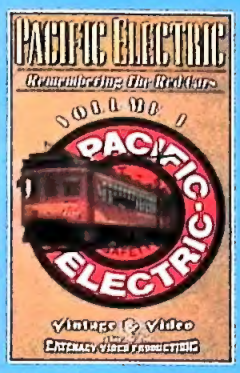
3 NEW VIDEOS!



The Stormy
Southern Pacific's Lordsburg District

Steep grades, rugged mountain passes, old coaling towers, and the last days of semaphore signals highlight our 1995 video adventure about SP's famous Sunset Route. Experience hot trains and drag freights pulled by a variety of SP and leased locomotives between Tucson, Arizona and Lordsburg, New Mexico. Track expansion is underway, and you'll see work on new track, several bridges, and the new signals that will soon replace the historic semaphores.

90 Minutes #STORMY $39.95

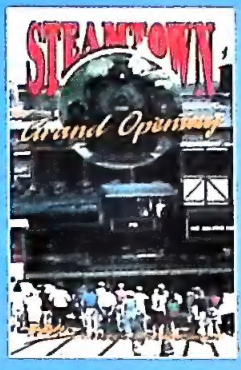


Pacific Electric
Remembering the Red Cars, Volume I

Step back to Los Angeles in the 1940s, where the world's largest interurban was scheduling 1,100 passenger trains a day! From thousands of feet of vintage film, producer Don Olsen has assembled an extraordinary record of this interurban empire. Volume I documents the Southern District lines of Long Beach/San Pedro, Newport Beach, Santa Ana, and El Segundo/Torrance, as well as carload freight, maintenance of way, and wrecks. It's the ultimate PE video experience!

70 Minutes #PE1 $39.95

Look for Volumes II & III — Coming soon from Pentrex!



Steamtown Grand Opening

Six smoke-belching steam locomotives made up the Great Steam Parade at the opening celebrations of Steamtown National Historic Site in Scranton, Pennsylvania. Follow Milwaukee Road #261 and NYS&W #142 to the festivities; then join the 261, RBM&N #425, and CP #2317 as they pull special trains along the 50 mph mainline on Steamtown's 13-mile excursion route. The working roundhouse, turntable, rail yards, museums, and more are all here for your enjoyment!

60 Minutes #STG0 $29.95

ALL TAPES ARE IN STOCK AND READY TO SHIP!

Check or Money Order Visa/MasterCard
Discover or American Express

Order Toll Free 24 Hours A Day

800-950-9333

FAX 818-793-3797

CALL OR WRITE FOR FREE CATALOG

Pentrex

P.O. Box 94911,
Pasadena, CA 91109-4911

Please add $4.00 shipping per order, plus $1.00 for each additional item. Canadian customers add $5.00 shipping per order, plus $1.00 for each additional item. All other International customers add $10.00 per item. California residents please add 8.25% sales tax.

MAG6

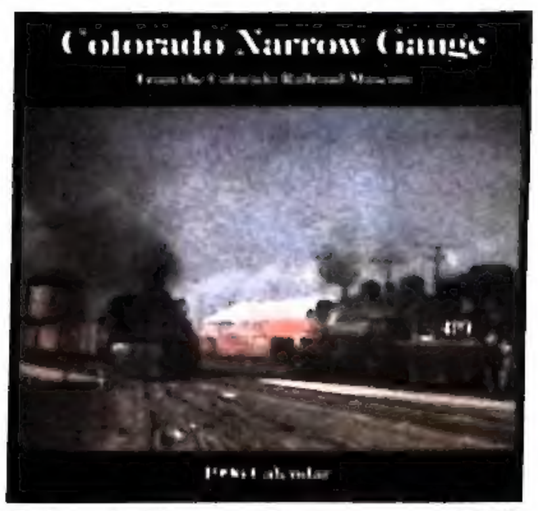
Charles Ditlefsen Prou[illegible] Pres[illegible]

The 199[illegible] Calendar Collection

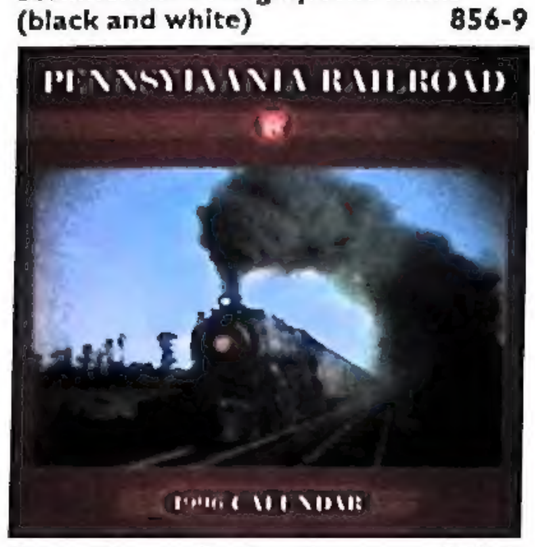
Calendars to keep you on track all year long.

Howard Fogg's Trains 782-1

Steinheimer's Magnificent Trains (black and white) 856-9



Colorado Narrow Gauge 758-9



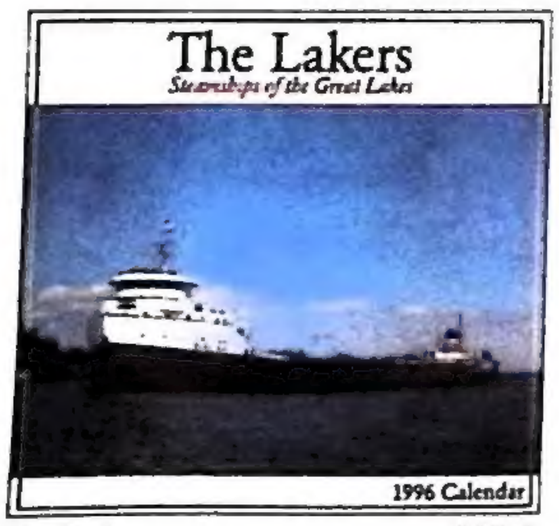
Pennsylvania Railroad 832-1

Images of Railroading Paintings by Ted Rose 838-0

American Streetcars 731-7

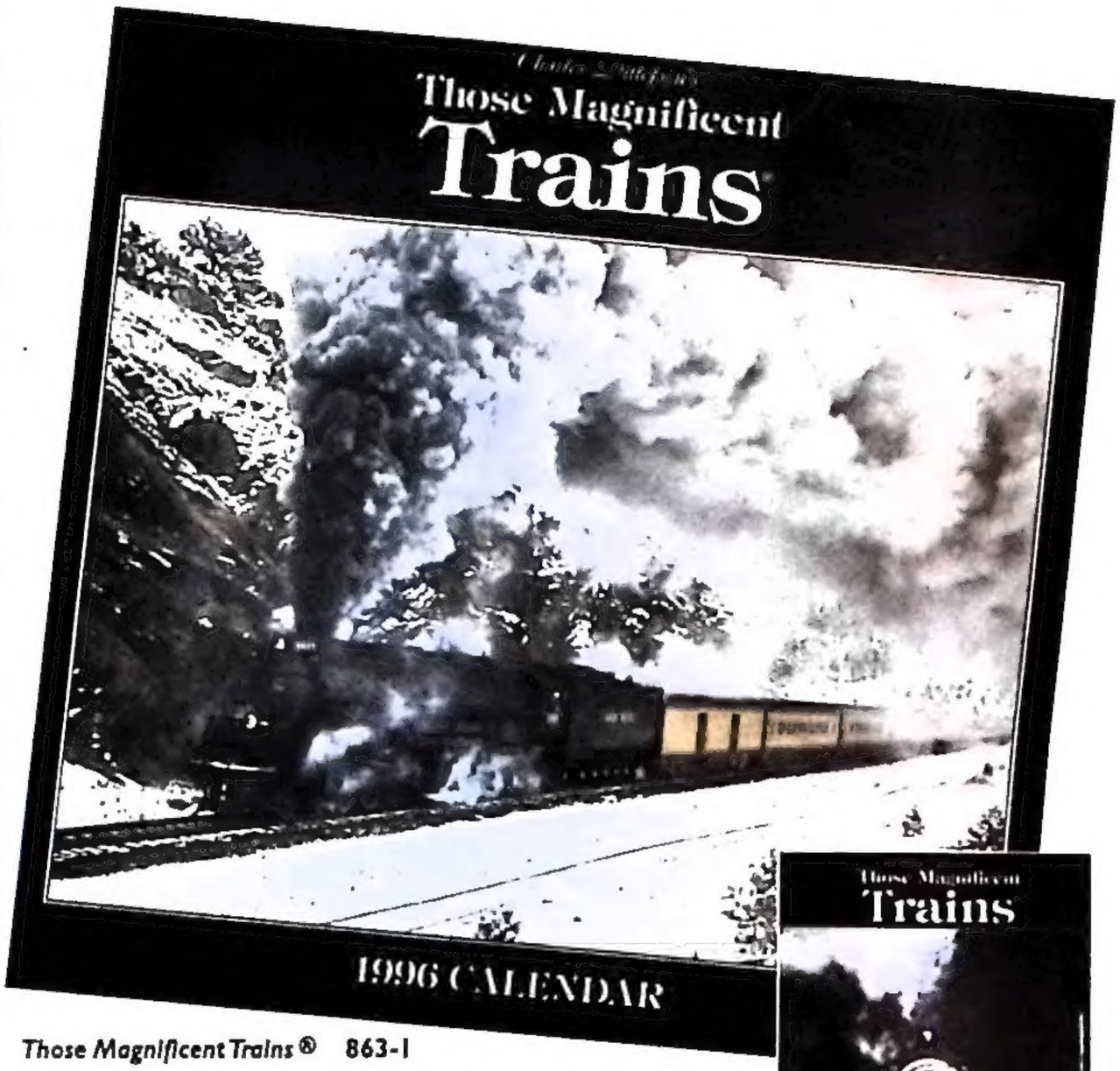
Red Cars/Yellow Cars 841-0

San Francisco Cable Cars 846-1



The Lakers 810-0

Those Magnificent Planes 862-3



Those Magnificent Trains® 863-1

Those Magnificent Trains® Datebook 910-7

Wall calendars are 12" x 12", opening to 12" x 24", and contain twelve full color images (except as noted). The datebook is 5" x 7", wire-o bound, and features **36** full color images.

Prices: 1 Item–$12.00 2 Items–$20.00
3 Or More Items–$9.00 each

Get one FREE! Order five calendars/datebooks and receive a sixth one free.

Shipping and handling: Add $3.00 for the first item and $1.00 for each additional item ($10.00 maximum). Additional fee of $10.00 per shipment for International shipments, Canada excepted. U.S. funds only. For California deliveries please include 7.25% sales tax. No CODs.

Also available at better hobby shops and book stores.

Our order line is now open 24 hours, toll free

1-800-233-2624

Visa and Mastercard welcomed.

Fax 24 hours: 1-415-457-4839

Or send your order with check or money order to:

Cedco Publishing Company
2955 Kerner Blvd., Dept. 500
San Rafael, CA 94901